

1857

10

# CANADA.

## THE LAND OF HOPE

FOR THE SETTLER AND ARTISAN,  
THE SMALL CAPITALIST,  
THE HONEST, AND THE PERSEVERING;

WITH A

Description of the Climate,  
FREE GRANTS OF LAND, WAGES,

AND ITS

GENERAL ADVANTAGES AS A FIELD FOR EMIGRATION.

BY THE

EDITOR OF THE "CANADIAN NEWS."

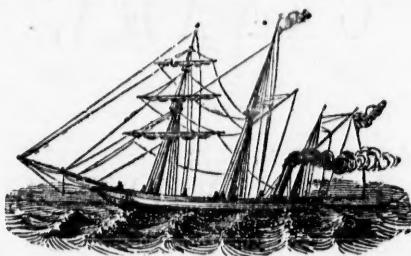
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1857.

Price Threepence. Post free Fourpence.

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## NOTICE TO PASSENGERS.

**THESE STEAMERS** run in connection with the Pennsylvanian Railway Company, by which Railway, and others in connection therewith, Passengers can reach Chicago and the Far West of Canada in less time and more cheaply than by the Canadian route, and Through Tickets will be granted by them to all the principal cities in Canada West and the Western States of America, offering considerable advantages to Passengers, both in regard to economy, speed, and comfort.

*Cargo is constantly received for the respective Steamers, at the Company's berth, East Side of the Huskisson Dock.*

### THE LIVERPOOL AND PHILADELPHIA STEAM SHIP COMPANY'S

#### FULL-POWERED CLYDE-BUILT IRON-SCREW STEAM SHIPS

CITY OF BALTIMORE.....	2,367 tons.....	Captain R. LEITCH.
CITY OF WASHINGTON....	2,380 " .....	W. WYLIE.
CITY OF MANCHESTER....	2,109 " .....	P. C. PETRIE.
KANGAROO .....	1,874 " .....	J. M. JEFFREY.

*The above noted or other Vessels are intended to Sail*

<b>FOR NEW YORK,</b> EVERY ALTERNATE WEDNESDAY.	<b>FROM NEW YORK,</b> EVERY ALTERNATE THURSDAY.
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#### RATES OF CABIN PASSAGE FROM LIVERPOOL,—

15 Guineas, 17 Guineas, and 21 Guineas, according to the accommodation in the State Rooms, all having the same privileges in the Saloon.

A number of Passengers will be taken to New York at 8 Guineas, including as much provisions as required, and can be forwarded through to all parts of Canada at low rates; and these Passengers are hereby informed that in order to satisfy the requirements of the Government Officers, the date filled into their Contract Tickets will be in every case the date of the day preceding the fixed day of sailing.

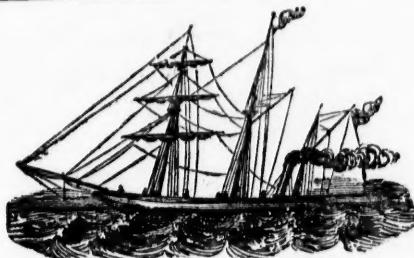
These Steamers carry "Phillips' Patent Fire Annihilators," and are built in watertight compartments.

An experienced Surgeon is attached to each Steamer.

Freight 3*l.* per ton to New York and 3*l.* 10*s.* to Philadelphia, and Unmanufactured Goods, &c., will be taken subject to agreement, payable here, in Philadelphia, or New York, at 4 dollars 80 cents per pound sterling.

Apply, in New York, to JOHN G. DALE, 13, Broadway; in Philadelphia, to JOHN G. DALE, 17, Walnut-street; in London, to the AMERICAN EUROPEAN EXPRESS COMPANY, 61, King William-street; in Paris, to FREDERICK REDFERN, 8, Rue de la Paix; in Havre, to DAVIDSON & Co.; in Antwerp, to J. P. KREMER & Co.; in Manchester, to GEORGE STONIER; in Dublin, to CORNELIUS CARLETON; in Belfast, to RICHARDSON, BROTHERS, & Co.; and in Liverpool, to

**WILLIAM INMAN,**  
 1 and 18, TOWER-BUILDINGS.



**Steam to the  
UNITED STATES OF AMERICA  
FOR £7,  
AND FOUND WITH PROVISIONS FOR THE VOYAGE.**

**Steam to  
CANADA FROM PORTLAND,  
BY THE GRAND TRUNK LINE.**

**Steam to  
NEWFOUNDLAND.**

**Steam to  
NOVA SCOTIA.**

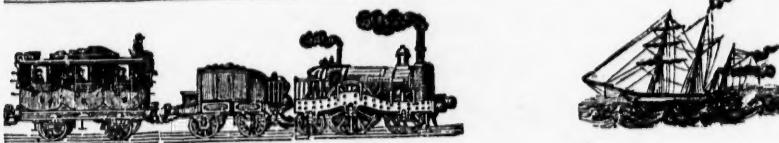
**Steam to  
NEW BRUNSWICK.**

**North Atlantic Steam Navigation Company,  
LIVERPOOL.**

Passengers can be conveyed to all the leading cities of the United States by Rail, after arrival at Portland.

Passengers can be conveyed to all the leading towns in Canada and the Far West.

**WIER, COCHRANE, & CO.,  
WEAVER-BUILDINGS, BRUNSWICK-STREET, LIVERPOOL.**



# The Grand Trunk RAILWAY COMPANY OF CANADA.

THE GRAND TRUNK RAILWAY, consisting of 858 Miles of Line—being the longest Railway in the world,—is now open throughout from

**PORLAND and QUEBEC.**

IT FORMS A DIRECT AND CONTINUOUS ROUTE FROM THESE PORTS TO

**ALL PARTS IN THE CANADAS,**

AND TO THE LEADING CITIES IN THE

**UNITED STATES**, as far West as the **MISSISSIPPI**.

The distance from LIVERPOOL to QUEBEC is 2,502 miles; to PORTLAND, 2,750 miles; to Boston, 2,790 miles; and to New York, 2,980 miles.

PASSENGERS CAN BE BOOKED THROUGH, BY ONE PAYMENT,  
**INCLUDING THE OCEAN PASSAGE,**

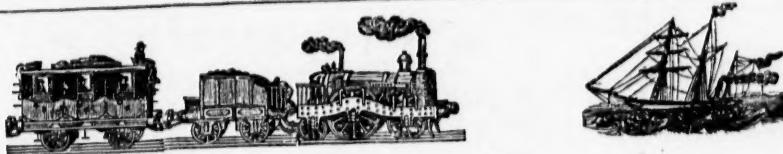
FROM ALL THE PRINCIPAL EMIGRATION PORTS, AT THE LOWEST CURRENT RATES OF FARE.

The several Companies forming the Route to the Far West run their regular Trains in connection with those of the Grand Trunk, and will, whenever there is a sufficient number of Passengers, put on Special Trains. Passengers holding Through Tickets will invariably proceed on their journey immediately after landing, *and will have their Luggage cleared at the Customs, and removed from the Ship to the Railway Station, free of Charge.*

Emigrants are entitled, *by the law of Canada*, to remain on board Ship forty-eight hours after her arrival at Quebec, and they cannot be deprived of their usual berthing and accommodation during that period.

Passengers will be conveyed from QUEBEC to CHICAGO, 1,007 miles, in less than two and a half days; from PORTLAND to CHICAGO in three days; and from BOSTON to CHICAGO in three days and a half. To all other places equally quick.

All Passengers, but Emigrants in particular, should purchase their Railway Tickets when they pay for their Ocean Passage, by which many heavy incidental charges will be saved; such as cartage and portage of luggage, exchange of English money, and other similar and unexpected expenses; but the greatest advantage and gain secured to Passengers by procuring these "Through Tickets," will be found to be that of avoiding the impositions and frauds so often practised upon Emigrants and others at Sea Ports, by persons representing themselves as agents for various routes, &c., but who are frequently impostors or else irresponsible men.



# The Grand Trunk RAILWAY COMPANY OF CANADA.

Each Emigrant Passenger is allowed 150 lbs. of Luggage free, and for all surplus there is a very reduced scale of charge. Children between Three and Twelve Years of Age pay Half Fares, and have an allowance of 75 lbs. of Luggage free. Children under Three, in company with their Parents or Friends, travel free.

THE AGENTS OF THE  
**GRAND TRUNK RAILWAY COMPANY**

WILL GIVE

MECHANICS, ARTISANS, AND LABOURERS,

on their arrival, the best information in respect to employment, the places at which it is to be had, and the rate of wages.

A. C. BUCHANNAN, Esq., the Chief Emigration Agent of the Canadian Government at Quebec, will also afford the same information; likewise full particulars respecting the

**FREE GRANTS OF LAND**

made to settlers by the Canadian Government.

*For the names of places, and the fares to them, see large Tariff of Passenger Rates, of which a copy will be sent free by return of post, as well as all inquiries answered, by application to the undersigned, at the Offices of the Company, 21, Old Broad-street, London, E.C.*

C. P. RONEY, Secretary.

THROUGH BOOKING AGENTS.

LONDON—Messrs. Barnett and Co., 25, Philpot-lane; Messrs. Bonus, Sons, and Co., 18, Cannon-street; Temperleys, Carter, and Darke, 60, Fenchurch-street; Woolley and Capper, 157, Fenchurch-street.

LIVERPOOL—Messrs. Sabel and Cortis, 19, Water-street; Allan and Gillespie, Brunswick-street.

BRISTOL—Messrs. Whitwell and Son.

PLYMOUTH—James B. Wilcocks.

GLASGOW—Messrs. Allan and Co., 45, St. Enoch-square; Handysides and Henderson, 45, Union-street; D. Murray, 14, York-street.

DUBLIN—Peter Jones, Eden-quay; Denis Delaney, North-wall.

BELFAST—R. H. Warden, 80, Waring-street.

LONDONDERRY—Robert Fisher, Foyle-street.

Agents will be shortly appointed at the other Emigration Ports.

## ADVERTISEMENTS.

**EMIGRATION TO QUEBEC,**

DIRECT FROM BRISTOL.



**DURING THE SEASON**, fine powerful SHIPS are despatched from this Port to Quebec, and Passengers forwarded to their destination by the

**GRAND TRUNK RAILWAY OF CANADA.**

Apply to

MARK WHITWELL AND SON,

Ship Owners and Brokers, Grove, Bristol.



**PARCELS AND GOODS FOR THE UNITED STATES AND CANADA** are forwarded by every Steamer, through the

**AMERICAN  
EUROPEAN EXPRESS COMPANY.**

OFFICES—61, KING WILLIAM-STREET, CITY, E.C., AND 9, CHAPEL-STREET, LIVERPOOL.

This Company, having special arrangements with the various American Steam Ship and Railway Companies, is enabled to give shippers of goods through rates, per ton weight, to the chief cities and towns of that country.

**MONTREAL OCEAN STEAM SHIP COMPANY.**

(Under Contract with her Majesty's Provincial Government for the Conveyance of the Mails between Liverpool and Canada.)

This Company's Line is composed of the following first class powerful Screw Steamers, viz.:—

ANGLO-SAXON. NORTH AMERICAN.	INDIAN. CANADIAN.
---------------------------------	----------------------



**THESE VESSELS** are built of Iron, in Water-tight compartments, and are commanded by Captains of great experience in the Navigation of the St. Lawrence.

One of them Sails from Liverpool, and one from Quebec, every fourteen days during the season of open navigation, and once a month between Portland and Liverpool during winter.

For freight or passage apply in Glasgow to J. and A. ALLAN, 54, St. Enoch-square; in Liverpool, to ALLAN and GILLESPIE, Weaver-buildings, Brunswick-street; and in London, to MONTGOMERY and GREENHORNE, 17, Gracechurch-street, London, E.C.

March, 1857.

**CANADIAN RAILWAY MAP.****THE THROUGH-BOOKING ROUTES,**

**SHOWING STEAM COMMUNICATION** on the Lakes and Atlantic Sea-board, Distances of Towns on the Grand Trunk Line, Locality of the Free Grants of Lands, &c. This Map, given with the last number of the CANADIAN NEWS, may now be had, folded in a paper cover, price 2d., post free 3d.

ALGAR and STREET, 11, Clement's-lane, Lombard-street.

16	GANANOQUE, -	FROSTENAC, -----	"	"	Railroad, -----	1	9	10	7	25	1	0	6	5	00	0	14	4	3	50	1	0	25	3
17	GEORGETOWN, -	HALTON, -----	"	"	"	2	9	4	12	00	1	16	0	8	75	1	3	7	5	75	2	1	50	5
18	GUELPH, -	WATERLOO, -----	"	"	"	2	11	4	12	50	1	17	0	9	00	1	4	8	6	00	2	1	50	5
19	HAMILTON, -	WENTWORTH, -----	"	"	and Great Western R. Rds,	2	5	3	11	00	1	13	0	8	00	1	0	6	5	00	1	0	25	5
20	INGERSOLL, -	OXFORD, -----	"	"	Railroad, -----	2	12	4	12	75	1	18	6	9	37	1	6	2	6	37	3	1	75	5
21	KINGSTON, -	FRONTENAC, -----	"	"	and Great Western R. Rds,	1	10	9	7	50	1	0	6	5	00	0	15	4	3	75	1	0	25	3
22	KOMOKA, -	MIDDLESEX, -----	"	"	Railroad, -----	2	16	0	13	63	2	5	3	11	00	1	8	4	6	88	3	1	75	6
23	LANCASTER, -	SOULANGES, -----	"	"	Railroad, -----	0	17	6	4	25	0	12	4	3	00	0	8	3	2	00	1	0	25	2
24	LONDON, -	MIDDLESEX, -----	"	"	and Great Western R. Rds,	2	14	6	13	25	2	10	0	1	7	8	6	75	3	1	75	6		
25	MATILDA, -	DUNDAS, -----	"	"	Railroad, -----	1	2	6	5	50	0	16	6	4	00	0	12	4	3	00	1	0	25	2
26	MONTREAL, -	MONTREAL, -----	"	"	Railroad, -----	0	10	3	2	50	0	6	1	1	50	0	4	2	1	00	0	5	10	1
27	MOUNT BRIDGES, -	MIDDLESEX, -----	"	"	and Great Western R. Rds,	2	16	6	13	75	2	5	3	11	00	1	8	10	7	00	3	1	75	6
28	NAPANEE, -	LENNOX, -----	"	"	Railroad, -----	1	15	0	8	50	1	4	8	6	00	0	16	6	4	00	1	0	25	3
29	NIAGARA, -	LINCOLN, -----	"	"	" E. & O. Steamer, -----	2	9	4	12	00	1	17	0	9	00	1	2	6	5	50	1	0	25	5
30	OAKVILLE, -	HAITON, -----	"	"	" Great Western R. Rds,	2	5	3	11	00	1	13	0	8	00	1	0	6	5	00	1	0	25	4
31	OSHAWA, -	DURHAM, -----	"	"	Railroad, -----	2	1	2	10	00	1	10	9	7	50	0	18	6	4	50	1	0	25	3
32	OTTAWA CITY, -	CARLETON, -----	"	"	Railroad, & Prescott R. R's	1	10	9	7	50	0	19	6	4	75	0	14	4	3	50	1	6	35	3
33	PARIS, -	BRANT, -----	"	"	" Great Western R. R's	2	8	9	11	88	1	16	0	8	75	1	3	5	5	50	1	6	35	3
34	PORT HOPE, -	DURHAM, -----	"	"	Railroad, -----	1	19	0	9	50	1	9	10	7	25	0	18	6	4	50	1	0	25	2
35	PREScott, -	GRENVILLE, -----	"	"	Railroad, -----	1	4	8	6	00	0	16	6	4	00	0	12	4	3	00	1	0	25	2
36	PRESTON, -	WATERLOO, -----	"	"	and Great Western R. Rds,	2	9	10	12	13	1	17	0	9	00	1	4	2	5	88	2	1	50	5
37	PRINCETON, -	OXFORD, -----	"	"	Railroad, -----	2	10	4	12	25	1	19	0	9	50	1	5	2	6	13	2	1	50	5
38	QUEBEC, -	QUEBEC, -----	"	"	Railroad, -----	0	10	3	2	50	0	6	1	1	50	0	4	2	1	00	1	0	25	3
39	RICHMOND, -	DRUMMOND, -----	"	"	Railroad, -----	1	15	0	8	50	1	4	8	6	00	0	16	6	4	00	1	0	25	3
40	SHANNONVILLE, -	HASTINGS, -----	"	"	Railroad, -----	0	15	4	3	75	0	11	3	2	75	0	8	3	2	00	1	0	25	1
41	SHERBROOKE, -	SHERBROOKE, -----	"	"	Railroad, -----	2	9	4	12	00	1	17	0	9	00	1	2	6	5	50	1	6	35	5
42	ST. CATHARINE'S, -	LINCOLN, -----	"	"	and Great Western R. Rds,	2	16	6	13	75	2	1	2	10	00	1	6	8	6	50	3	1	75	6
43	STRATFORD, -	OXFORD, -----	"	"	Railroad, -----	3	1	8	15	00	2	5	3	11	00	1	8	10	7	00	3	1	75	6
44	THAMESVILLE, -	KENT, -----	"	"	and Great Western R. Rds,	2	5	3	11	00	1	13	0	8	00	1	0	6	5	00	1	0	25	5
45	TORONTO, -	YORK, -----	"	"	Railroad, -----	3	1	8	15	00	2	5	3	11	00	1	8	10	7	00	3	1	75	6
46	WARDSVILLE, -	KENT, -----	"	"	and Great Western R. Rds,	2	3	2	10	50	1	11	0	7	75	0	19	6	4	75	1	0	25	4
47	WHITBY, -	ONTARIO, -----	"	"	Railroad, -----	1	1	6	5	25	0	15	4	3	75	0	11	3	2	75	1	0	25	3
48	WILLIAMSRGH, -	DUNLINS, -----	"	"	"	1	1	6	5	25	0	15	4	3	75	0	11	3	2	75	1	0	25	3

# **GRAND TRUNK RAILW**

**TARIFF OF PASSENGER RATES, TO THE FOLLOWING  
IN STERLING, AND DOLLARS.**

Reference No.	Name of Station.	Name of State.	Route From Toronto.	Via.	From Quebec.			
					<table border="1"> <thead> <tr> <th>First Class. £ s. d.</th><th>Second Cls. £ s. d.</th><th>Third Class. £ s. d.</th><th>Ex. Eng. per 100 lbs. s. d. £ c.</th></tr> </thead> </table>	First Class. £ s. d.	Second Cls. £ s. d.	Third Class. £ s. d.
First Class. £ s. d.	Second Cls. £ s. d.	Third Class. £ s. d.	Ex. Eng. per 100 lbs. s. d. £ c.					
1	ALTON.....	ILLINOIS.....	Hamilton, Detroit, Joliet Cut Off and Bloomington,		6 1 3 29 50 4 8 5 21 50 2 9 4 12 00			
2	AUGUSTA.....	ILLINOIS.....	" " Chicago and Galesburgh,		6 4 4 30 25 3 19 9 19 40 2 12 0 12 65			
3	AURORA.....	ILLINOIS.....	" "		5 3 11 25 30 3 8 5 16 65 1 19 8 9 65			
4	BELLEFONTAINE, 5 ".....	OHIO.....	Buffalo and Railroad, via Cleveland and Galion,		4 4 3 29 50 . . . . .			
6	BELOIT.....	WISCONSIN.....	" " Steamer, " " " "		4 0 0 19 50 . . . . .			
7	BLOOMINGTON.....	ILLINOIS.....	Hamilton, Detroit, Chicago and Belvidere,		5 11 0 27 00 3 13 9 17 95 2 5 0 10 95			
8	BOSTON.....	MASSACHUSETTS.....	" " and Joliet Cut Off,		5 8 11 26 50 . . . . .			
9	BUFFALO.....	NEW YORK.....	Railroad or Steamer from Portland,		2 1 2 10 00 1 15 0 8 00 1 6 8 6 60			
10	BURLINGTON.....	IOWA.....	Niagara and Suspension Bridge, or Chippawa,		2 11 4 12 50 1 17 0 9 00 1 4 8 6 00			
11	".....	WISCONSIN.....	Hamilton, Detroit, Chicago,		6 3 4 30 00 3 18 1 10 00 2 9 4 12 00			
12	CAIRO.....	ILLINOIS.....	" " " " Racine,		5 0 2 26 55 . . . . .			
13	".....	".....	" " " " or Joliet Cut Off, and Sandoval,		6 7 5 31 00 . . . . .			
14	".....	".....	Buffalo and Lake Erie, via Toledo or Detroit, Chicago or Matteson & Sandoval,		9 1 3 29 50 . . . . .			
15	".....	".....	" " St. to Clev'd, v. Galion, Indianapolis & Terre Haute, & Mattoon,		6 9 6 31 50 . . . . .			
16	CAPE VINCENT, 17 CHICAGO.....	NEW YORK.....	" " Cincinnati, and Steamer via Louisville,		3 0 4 30 00 . . . . .			
18	".....	ILLINOIS.....	Kingsford and Ferry Steamer,		1 10 19 7 50 1 0 6 5 00 0 12 1 3 00 1 0 25			
19	".....	".....	Hamilton and Detroit,		4 18 8 24 00 3 10 16 00 1 17 0 9 00 4 2 1 00			
20	CINCINNATI.....	OHIO.....	Buffalo and Lake Erie, via Toledo or Detroit,		4 12 6 22 50 3 1 8 15 00 2 1 2 10 00 4 2 1 00			
21	".....	".....	Collingwood, and Lakes Huron and Michigan,		4 10 5 22 00 3 1 8 15 00 1 15 0 8 50 3 1 75			
22	CLEVELAND.....	".....	Buffalo and Railroad, via Cleveland and Columbus, or Sandusky and Dayton,		4 12 6 22 50 3 3 8 15 50 2 3 2 10 50			
23	".....	".....	" " Steamer, " " " "		4 8 5 21 50 3 3 8 15 50 2 3 2 10 50			
24	COLUMBUS.....	".....	" " Railroad,		3 7 10 16 50 2 9 4 12 00 1 13 0 8 00			
25	".....	".....	" " Steamer,		3 8 15 50 2 5 3 11 00 1 13 0 8 00			
26	DAYTON.....	".....	" " Railroad, " Sandusky,		4 3 10 20 40 3 0 8 14 75 2 0 0 9 75			
27	".....	".....	" " Steamer,"		3 19 9 19 40 3 0 8 14 75 2 0 0 9 75			
28	DECATUR.....	ILLINOIS.....	Hamilton, Detroit, Joliet Cut Off, Matteson and Tolono,		4 10 5 22 00 . . . . .			
29	DIXON.....	WISCONSIN.....	" " Chicago,		4 6 4 21 00 . . . . .			
30	DUBUQUE.....	IOWA.....	" " Chicago and Dunleith,		5 13 8 27 65 . . . . .			
31	DUNLEITH.....	WISCONSIN.....	" " Chicago, Freeport and Galena,		5 11 0 27 00 3 13 9 17 95 2 5 0 10 95			
32	DETROIT.....	MICHIGAN.....	Hamilton,		6 2 8 29 85 4 2 2 20 00 2 13 6 13 00			
33	EVANSVILLE.....	INDIANA.....	Buffalo and Railroad, via Cleveland, Indianapolis, Terre Haute and Vincennes		6 1 8 29 60 4 1 2 19 75 2 12 4 12 75			
34	".....	".....	" " Steamer, " " " " and Steamer via Louisville,		3 9 11 17 00 2 5 3 11 00 1 8 10 7 00 3 1 75			
35	FON DU LAC.....	WISCONSIN.....	Hamilton, Detroit, Chicago, Milwaukee and La Crosse Junction,		6 0 3 29 25 . . . . .			
36	FREEPORT.....	ILLINOIS.....	" " "		5 11 0 27 00 . . . . .			
37	FULTON.....	".....	Buffalo and Railroad, via Toledo,		6 0 10 29 40 4 5 3 20 75 2 16 6 13 75			
38	FORT WAYNE.....	INDIANA.....	Hamilton, Detroit, Chicago and Freeport,		5 13 5 27 60 3 16 10 18 70 2 8 1 11 70			
39	GALENA.....	ILLINOIS.....	" " and "		4 14 6 23 00 . . . . .			
40	GALESBURG.....	".....	" " Michigan City,		5 19 7 29 10 3 19 9 19 40 2 11 0 12 40			
41	GREEN CASTLE.....	INDIANA.....	Collingwood, and Lakes Huron and Michigan,		5 19 2 29 00 3 16 0 18 50 2 7 3 11 50			
42	GREEN BAY.....	WISCONSIN.....	Hamilton, Detroit, Chicago and Milwaukee,		5 0 8 24 50 . . . . .			
43	HORICON.....	".....	Buffalo and Railroad, via Cleveland, Galion and Bellefontaine,		4 10 5 22 00 3 1 8 15 00 1 15 0 8 50			
44	INDIANAPOLIS.....	INDIANA.....	" " Steamer, " " " "		5 15 8 28 15 . . . . .			
45	".....	".....	Hamilton, Detroit, Joliet Cut Off and Rock Island,		4 18 8 24 00 3 0 10 16 00 2 7 8 11 60			
46	IOWA CITY.....	IOWA.....	" " Chicago,		4 14 6 23 00 3 5 10 16 00 2 7 8 11 60			
47	JANESVILLE.....	WISCONSIN.....	Buffalo and Railroad, via Cleveland, Galion, Bellefontaine and Indianapolis,		6 5 7 30 55 4 1 9 19 90 2 7 11 11 65			
48	JEFFERSONVILLE.....	INDIANA.....	" " Steamer, " " " " and Railroad, via Cleveland, Galion, Bellefontaine, Indianapolis, Terre Haute & St. Louis,		5 11 0 27 00 3 18 1 19 00 2 9 4 12 00			
49	".....	".....	" " Joliet Cut Off, St. Louis and Steamer,		5 0 9 24 50 . . . . .			
50	JEFFERSON CITY.....	MISSOURI.....	Hamilton, Detroit and "Cut Off".		4 10 7 23 50 . . . . .			
51	JOLIET.....	ILLINOIS.....	[Haute & St. Louis]		7 10 0 36 50 . . . . .			
52	KANZAS.....	KANSAS TEE.....	" " Joliet Cut Off, St. Louis and Steamer,		4 19 6 24 20 3 6 5 16 15 1 17 5 9 10			
53	".....	".....	Buffalo and Railroad, via Cleveland, Crestline, Bellefontaine, Indiana,		7 4 10 35 25 . . . . .			
54	".....	".....	" " Steamer, { napolis, Terre Haute & St. Louis, & Steamer, }		7 11 0 36 75 . . . . .			
55	".....	".....	Buffalo & Railroad, via Cleveland, Cincinnati, Vincennes, St. Louis & Jefferson		7 6 11 35 75 . . . . .			
56	".....	".....	" " Steamer, " " " " [City,		5 0 11 24 55 3 6 0 16 15 1 19 3 9 55 4 2 1 00			
57	KENOSHA.....	WISCONSIN.....	Hamilton, Detroit, Chicago and Railroad,		4 18 10 24 05 3 5 10 18 00 1 17 0 9 00 4 2 1 00			
58	".....	".....	" " Steamer,		6 15 8 33 00 4 7 6 21 30 2 18 9 14 30			
59	LA CROSSE.....	".....	" " " " Dunleith,		6 13 7 32 50 4 7 6 21 30 2 18 9 14 30			
60	LANSING.....	IOWA.....	" " " " and Joliet Cut Off,		5 11 0 27 00 3 12 0 17 50 2 1 2 10 00			
61	LA SALLE.....	ILLINOIS.....	" " " " and Michigan City,		5 4 10 25 50 4 9 7 21 80 3 0 10 14 80			
62	LA FAYETTE.....	INDIANA.....	" " " " Chicago and Dunleith,		5 2 9 25 00 . . . . .			
63	LAKE PEPIN.....	MINNESOTA.....	Buffalo and Railroad, via Cleveland, Cincinnati and Steamer,		4 18 8 24 00 . . . . .			
64	LOUISVILLE.....	KENTUCKY.....	" " " " and Steamer, via Cleveland, Cincinnati and Steamer,		5 4 9 25 50 . . . . .			
65	".....	".....	" " " " Railroad, " " " " Covington,		5 0 8 24 50 . . . . .			
66	LEXINGTON.....	".....	" " " " Steamer, " " " " " "		5 8 11 26 50 . . . . .			
67	".....	".....	" " " " Railroad, via Toledo and Fort Wayne,		4 12 6 22 50 3 1 8 15 00 1 15 0 8 50 3 1 75			
68	LOGANSPORT.....	INDIANA.....	Collingwood, and Lakes Huron and Michigan,		6 3 11 30 15 4 1 7 19 80 2 13 10 13 10			
69	MACKINAC.....	MICHIGAN.....	Hamilton, Detroit, Chicago and Galesburgh,		4 18 8 24 00 . . . . .			
70	MACOMB.....	ILLINOIS.....	Buffalo and Railroad, via Cleveland, Cincinnati, and Steamer,		5 9 6 26 65 3 11 0 17 30 2 2 4 10 30			
71	MADISON.....	INDIANA.....	" " " " and Galion,		4 14 6 23 00 3 3 4 15 40 1 19 0 9 50			
72	MARION.....	".....	Hamilton, Detroit, Chicago and Milwaukee,		5 4 7 25 45 3 8 5 16 65 2 1 4 10 05 4 2 1 00			
73	MADISON.....	WISCONSIN.....	" " " " & Joliet Cut Off,		5 17 2 28 50 4 4 3 20 50 2 15 6 13 50			
74	MATTESON.....	ILLINOIS.....	" " " " Chicago and Dunleith,		4 18 8 24 00 3 5 2 15 85 1 16 7 8 90			
75	McGREGOR'S.....	MINNESOTA.....	" " " " and " "		6 11 6 32 00 4 5 6 20 80 2 16 9 13 80			
76	MENDOTA.....	ILLINOIS.....	" " " " and " "		5 9 6 26 65 3 11 0 17 30 2 2 4 10 30			
77	MICHIGAN CITY.....	MICHIGAN.....	" " " " Chicago, and Railroad,		4 14 6 23 00 3 3 4 15 40 1 19 0 9 50			
78	MILWAUKEE.....	WISCONSIN.....	" " " " " " Steamer,		5 4 7 25 45 3 8 5 16 65 2 1 4 10 05 4 2 1 00			
79	".....	".....	Buffalo and Steamer, via Toledo, and Detroit and Chicago, and Steamer,		5 1 8 24 75 3 5 10 16 00 1 17 0 9 00 4 2 1 00			
80	".....	".....	Collingwood, and Lakes Huron and Michigan,		4 17 5 23 70 3 3 1 15 35 2 1 1 10 20 4 2 1 00			
81	".....	".....	Hamilton, Detroit, Chicago and Burlington,		4 10 5 22 00 3 1 8 15 00 1 15 0 8 50 3 1 75			
82	MT. PLEASANT.....	IOWA.....	" " " " " " Steamer,		6 6 4 30 75 4 1 2 19 75 2 12 4 12 75			

# RAILWAY OF CANADA.

THE FOLLOWING PLACES IN THE UNITED STATES,  
AND DOLLARS AND CENTS.

M QUEBEC.										FROM PORTLAND.										FROM BOSTON.																					
Cl's.	Third Class.			Ex. Long. p. 100 lbs.			Distance from Quebec.			First Class.	Second Cl's.			Ex. Long. p. 100 lbs.			Distance from Portland			First Class.	Second Cl's.			Ex. Long. p. 100 lbs.			Distance from Boston			Reference No.											
	s. s.	d.	s. c.	s. d.	s. c.	s. d.	s. c.	s. d.	s. c.		s. s.	d.	s. c.	s. d.	s. c.	s. d.	s. c.	s. d.	s. c.		s. s.	d.	s. c.	s. d.	s. c.	s. d.	s. c.														
21 50	2	9	4	12 00	.	.	1287	6	3	4	30 00	4	10	5	22 00	2	13	5	13 00	.	1411	6	5	4	30 50	4	12	6	22 50	2	15	6	13 50	.	1518	1					
19 40	2	12	0	12 65	.	.	1238	6	6	5	30 75	4	11	0	19 00	2	16	1	13 65	.	1362	6	8	5	31 25	4	3	10	20 40	2	18	2	14 15	.	1460	2					
16 65	1	19	8	9 65	.	.	1051	5	6	0	25 80	3	10	6	17 15	2	3	10	10 65	.	1175	5	8	1	26 30	3	12	7	17 65	2	5	10	11 15	.	1282	3					
...	2	0	6	9 85	.	.	894	4	6	4	21 00	.	.	.	.	2	4	7	10 85	.	1018	4	8	5	21 50	.	.	.	.	2	6	8	11 35	.	1125	4					
17 95	2	5	0	10 95	.	.	1105	5	13	1	27 50	3	15	9	18 45	2	9	2	11 95	.	1229	5	15	1	28 00	3	17	11	18 95	2	11	3	12 45	.	1126	5					
8 00	1	0	8	6 50	.	.	1106	5	11	0	27 00	.	.	.	.	.	.	.	.	1230	5	13	1	27 00	.	.	.	.	.	.	.	.	.	1330	6						
9 00	1	4	8	6 00	1	0	83	573	2	13	6	14 00	1	19	1	9 50	1	8	9	7 00	2	1	50	607	2	15	6	13 50	2	1	1	10 00	1	10	10	7 50	2	6	60	804	9
19 00	2	9	4	12 00	.	.	1217	6	5	5	30 60	4	0	2	19 50	2	13	5	13 00	.	1341	6	7	5	31 00	4	2	2	20 00	2	15	6	13 50	.	1448	10					
...	.	.	.	.	.	.	1094	5	12	1	27 05	.	.	.	.	.	.	.	1218	1	13	3	27 55	.	.	.	.	.	.	.	.	.	1325	11							
...	.	.	.	.	.	.	1386	6	9	6	31 50	.	.	.	.	.	.	.	1510	6	11	6	32 00	.	.	.	.	.	.	.	.	.	1617	12							
...	.	.	.	.	.	.	1409	6	8	4	30 00	.	.	.	.	.	.	.	1593	6	5	5	30 50	.	.	.	.	.	.	.	.	.	1700	13							
...	.	.	.	.	.	.	1376	6	11	7	32 00	.	.	.	.	.	.	.	1600	6	13	7	32 50	.	.	.	.	.	.	.	.	.	1607	14							
5 60	0	12	4	3 60	1	0	25	359	1	13	0	8 00	1	2	8	5 50	0	16	6	4 00	2	1	50	483	1	15	0	8 50	1	4	8	6 00	0	18	6	4 50	2	6	60	590	16
16 00	1	17	0	9 00	4	2	100	1097	5	0	8	24 50	3	7	10	16 50	2	1	1	10 00	5	9	1 40	1131	5	2	0	25 00	3	9	10	17 00	2	3	2	10 50	6	2	1 50	1238	17
15 00	2	1	2	10 00	4	2	100	1090	4	14	7	23 00	3	3	9	15 50	2	5	3	11 00	5	9	1 40	1214	4	16	7	23 50	3	5	9	16 00	2	7	3	11 50	6	2	1 50	1321	18
15 50	2	3	2	10 50	.	.	1011	4	14	7	23 00	3	5	9	16 00	2	7	3	11 50	.	1135	4	16	7	23 50	3	7	10	16 50	2	9	4	12 00	.	1242	20					
15 50	2	3	2	10 50	.	.	1011	4	10	5	22 00	3	5	9	16 00	2	7	3	11 50	.	135	4	12	6	22 50	3	7	10	16 50	2	9	4	12 00	.	1242	21					
12 00	1	13	0	8 00	.	.	1011	4	10	5	22 00	3	5	9	16 00	2	7	3	11 50	.	1287	5	17	9	28 65	.	.	.	.	.	.	.	.	.	1394	28					
11 00	1	13	0	8 00	.	.	1011	4	10	5	22 00	3	5	9	16 00	2	7	3	11 50	.	1229	5	15	1	28 00	3	17	11	18 95	2	11	3	12 45	.	1336	29					
14 75	2	0	0	9 75	.	.	1095	6	4	9	20 90	2	7	4	11 50	1	17	0	9 00	.	1319	6	6	9	30 85	4	6	4	21 00	2	19	7	14 50	.	1426	30					
14 75	2	0	0	9 75	.	.	1091	4	5	11	20 90	3	2	9	15 25	2	4	2	10 75	.	1319	6	5	9	30 60	4	5	4	20 75	2	18	7	14 25	.	1426	31					
11 00	1	8	10	7 00	3	1	75	724	3	12	0	17 50	2	7	4	11 50	1	12	11	8 00	4	9	1 15	848	3	14	0	18 00	2	9	4	12 00	.	1200	26						
12 12	2	3	2	10 50	.	.	969	4	12	6	22 50	3	5	9	21 50	2	7	3	11 50	.	1093	4	10	5	22 00	3	9	4	12 00	.	1200	27									
12 12	2	3	2	10 50	.	.	1163	5	15	8	28 15	.	.	.	.	.	.	.	1287	5	17	9	28 65	.	.	.	.	.	.	.	.	1394	28								
17 95	2	5	0	10 95	.	.	1105	5	13	1	27 50	3	15	10	18 45	2	9	2	11 95	.	1229	5	15	1	28 00	3	17	11	18 95	2	11	3	12 45	.	1336	29					
20 00	2	13	6	13 00	.	.	1195	6	4	9	30 35	4	4	3	20 50	2	17	6	14 00	.	1319	6	6	9	30 85	4	6	4	21 00	2	19	7	14 50	.	1426	30					
19 75	2	12	4	12 75	.	.	1195	6	3	9	30 10	4	3	3	20 25	2	16	6	13 75	.	1319	6	5	9	30 60	4	5	4	20 75	2	18	7	14 25	.	1426	31					
11 00	1	8	10	7 00	3	1	75	724	3	12	0	17 50	2	7	4	11 50	1	12	11	8 00	4	9	1 15	848	3	14	0	18 00	2	9	4	12 00	.	1200	26						
12 12	2	3	2	12 72	.	.	1218	6	2	4	29 75	3	15	6	13 50	2	16	5	13 72	.	1342	6	4	4	30 25	3	17	11	18 95	2	11	3	12 45	.	1449	33					
21 11	4	12 50	.	.	1348	5	13	1	27 50	3	15	6	13 50	2	15	6	13 50	.	1472	5	15	1	28 00	3	17	7	14 00	.	1579	34											
20 75	2	16	6	13 75	.	.	1176	6	2	11	29 90	4	7	4	21 25	3	0	7	14 75	.	1300	6	5	0	30 40	4	9	5	21 75	3	2	8	15 25	.	1407	35					
18 45	2	7	0	11 45	.	.	1128	5	15	6	28 10	3	18	0	18 95	2	11	2	12 45	.	1252	5	17	7	28 60	4	0	1	19 45	2	13	3	12 95	.	1359	36					
18 70	2	8	1	11 70	.	.	1143	5	17	0	28 50	3	10	0	19 20	2	12	3	12 70	.	1267	5	19	2	29 00	4	1	0	19 70	2	14	3	13 20	.	1374	37					
18 50	2	11	0	12 40	.	.	1178	6	1	8	29 60	4	10	1	19 90	2	15	1	13 40	.	1302	6	3	8	30 10	4	3	10	20 40	2	17	2	13 90	.	1409	39					
18 50	2	7	3	11 50	.	.	1175	6	1	3	29 50	3	18	2	19 00	2	11	5	13 50	.	1299	6	3	4	30 00	4	0	2	19 50	2	13	5	13 00	.	1406	40					
15 00	1	15	0	8 50	.	.	1091	4	12	6	22 50	3	3	9	15 50	1	19	1	9 50	.	1215	4	14	7	23 00	3	5	10	16 00	2	1	1	19 00	.	1322	42					
15 00	1	17	0	8 50	.	.	1143	5	17	0	28 65	3	15	6	13 50	2	11	9	12 60	.	1267	5	19	10	25 00	3	10	0	17 00	2	13	10	13 10	.	1267	44					
16 00	2	7	8	11 60	.	.	1036	5	0	9	24 50	3	7	10	16 50	2	11	9	12 60	.	1160	5	2	10	25 00	3	10	0	17 00	2	13	10	13 10	.	1267	45					
19 90	2	7	11	11 65	.	.	1036	4	16	7	23 50	3	7	10	16 50	2	11	9	12 60	.	1160	4	18	9	24 10	3	10	0	17 00	2	13	10	13 10	.	1444	46					
19 00	2	9	4	12 00	.	.	1097	5	13	1	27 50	4	0	2	19 50	2	13	5	13 00	.	1221	5	15	1	28 00	4	2	3	20 00	2	15	6	13 50	.	1328	47					
12 13	10	13 10	.	.	1144	5	2	9	25 00	3	17	11	14 10	2	17	11	14 10	.	1268	5	14	10	25 50	3	0	0	14 60	.	1375	48											
12 13	10	13 10	.	.	1144	4	18	8	24 00	3																															

14	MATTHEWS,	ILLINOIS,	"	"	Chicago and Dunleith,	6 11 6	32 00	4 6	20 80	2 16 9	13 89	.	.	120
15	McGREGOR,	MINNESOTA,	"	"	and "	5 9 6	26 05	3 11 0	17 30	2 2 4	10 30	.	.	100
16	MENDOTA,	ILLINOIS,	"	"	and "	4 14 6	23 00	3 3 4	15 40	1 19 0	9 50	.	.	95
17	MICHIGAN CITY,	MICHIGAN,	"	"	Chicago, and Railroad,	5 4 7	25 45	3 8 5	16 65	2 1 4	10 65	4 2	1 00	100
18	MILWAUKEE,	WISCONSIN,	"	"	" " Steamer,	5 1 8	24 15	3 5 10	16 00	1 17 0	9 00	4 2	1 00	100
19	"	"	"	"	Buffalo and Steamer, via Toledo, or Detroit and Omeango, and Steamer,	4 17 5	23 70	3 3 1	15 35	2 1 11	10 20	4 2	1 00	117
20	"	"	"	"	Collingwood, and Lakes Huron and Michigan,	4 10 5	22 00	3 1 8	15 00	1 15 0	8 50	3 1	75	134
21	"	"	"	"	Hamilton, Detroit, Chicago and Burlington,	6 0 4	30 75	4 1 2	19 75	2 12 4	12 75	.	.	120
22	MT. PLEASANT,	IOWA,	"	"	Joliet Cut Off and Rock Island,	6 2 6	29 80	4 0 9	19 65	2 6 10	11 40	.	.	115
23	MUSCATINE,	OHIO,	"	"	Buffalo and Railroad, via Sandusky,	4 2 8	20 00	.	.	2 2 4	10 30	.	.	120
24	MT. VERNON,	ILLINOIS,	"	"	Hamilton, Detroit and Joliet Cut Off, via Toledo,	6 5 4	30 50	.	.	2 3 2	10 50	.	.	95
25	NAPLES,	NEWARK,	"	"	Buffalo and Railroad, via Sandusky and Mansfield,	4 4 3	20 50	.	.	2 1 2	10 00	.	.	85
26	NEWARK,	NEW YORK,	"	"	Niagara and Lewiston, and Suspension Bridge,	2 11 4	12 50	1 17 0	9 00	1 4 2	6 00	.	.	50
27	NIAGARA FALLS,	"	"	"	Ferry Steamer from Prescott,	1 4 8	6 00	0 16 6	4 00	0 12 4	3 00	.	.	25
28	OGDENSBURGH,	"	"	"	" " Belleville or Cobourg,	1 17 0	9 00	1 6 8	6 60	0 16 6	4 00	1 6	33	45
29	OSWEGO,	KENTUCKY,	"	"	Buffalo and Railroad, via Cleveland, Cincinnati, and Indianapolis,	6 1 3	29 50	.	.	2 11 4	12 50	.	.	145
30	PADUCAH,	INDIANA,	"	"	Hamilton, Detroit, Joliet Cut Off and Bureau,	5 5 10	25 75	.	.	2 12 10	12 85	.	.	110
31	PERU,	ILLINOIS,	"	"	Buffalo and Railroad, via Cleveland and Alliance,	5 14 10	27 05	3 17 8	18 00	2 3 9	10 65	.	.	85
32	PEORIA,	PENNSYLVIA,	"	"	" " Steamer," " " " "	4 6 4	21 00	.	.	2 1 2	10 00	.	.	75
33	PITTSBURGH,	"	"	"	Hamilton and Detroit,	3 12 11	17 75	2 8 3	11 75	1 10 9	7 50	.	.	35
34	"	"	"	"	Steamer or Railroad from Boston,	1 17 0	9 00	1 8 10	7 00	1 2 6	5 50	.	.	120
35	PONTIAC,	MICHIGAN,	"	"	Hamilton, Detroit, Chicago and Dunleith,	6 11 6	32 00	4 5 6	20 80	2 16 3	18 80	.	.	15
36	PORTLAND,	MAINE,	"	"	Hamilton and Detroit,	7 5 11	35 50	4 11 8	22 30	3 2 11	15 30	.	.	15
37	PRAIRIE DU CHIEN,	WISCONSIN,	"	"	Steamer or Railroad from Boston,	5 12 2	27 30	3 12 7	17 65	2 3 9	10 65	.	.	110
38	PREScott,	"	"	"	Hamilton, Detroit and Chicago,	7 5 11	35 50	4 11 8	22 30	3 2 11	15 30	.	.	15
39	PRINCETON,	ILLINOIS,	"	"	and " " "	6 5 4	30 50	3 19 9	19 40	2 12 0	12 65	.	.	120
40	PORT DOUGLAS,	WISCONSIN,	"	"	and Dunleith,	5 2 2	24 85	3 7 5	16 40	2 0 4	9 80	4 2	1 00	100
41	QUINCY,	ILLINOIS,	"	"	Railroad,	5 0 10	24 55	3 5 10	16 00	1 17 0	9 60	4 2	1 00	100
42	RACINE,	WISCONSIN,	"	"	Steamer,	7 5 11	35 50	4 11 8	22 30	3 2 11	15 30	.	.	145
43	"	"	"	"	Dunleith,	2 1 2	10 00	1 8 9	7 00	0 19 6	4 75	1 6	55	45
44	REDWING,	MINNESOTA,	"	"	Ferry Steamer from Coburg,	5 16 3	28 30	3 17 8	18 90	2 3 9	10 65	.	.	110
45	ROCHESTER,	NEW YORK,	"	"	Hamilton, Detroit and Joliet Cut Off,	5 9 11	26 75	3 13 4	17 85	2 4 7	10 85	.	.	100
46	ROCK ISLAND,	ILLINOIS,	"	"	Chicago,	3 14 7	18 15	.	.	2 1 2	10 00	.	.	8
47	ROCKFORD,	OHIO,	"	"	Buffalo and Railroad,	5 2 2	24 85	3 5 19	16 00	1 17 0	9 00	4 2	1 00	110
48	SANDUSKY,	WISCONSIN,	"	"	Buffalo and Steamer, via Toledo or Detroit and Chicago, and Steamer,	4 17 10	23 80	3 3 6	15 45	2 2 1	10 25	4 2	1 00	120
49	SHEBOYGAN,	"	"	"	Collingwood, and Lakes Huron and Michigan,	4 10 5	22 00	3 1 8	15 00	1 14 11	8 50	3 1	75	120
50	"	"	"	"	Buffalo and Joliet Cut Off,	5 14 1	27 75	4 1 2	19 75	2 8 9	11 85	.	.	110
51	SPRINGFIELD,	ILLINOIS,	"	"	Chicago or Cut Off,	6 3 4	30 00	4 10 5	22 00	2 11 5	12 50	.	.	120
52	ST. LOUIS,	MISSOURI,	"	"	Buffalo and Steamer, via Toledo or Detroit, and Chicago or Cut Off,	5 17 1	28 50	4 6 4	21 00	2 15 6	13 50	.	.	130
53	"	"	"	"	Railroad, Cleveland, Cincinnati and Vincennes,	6 9 6	31 50	.	.	2 19 7	14 50	.	.	130
54	"	"	"	"	Steamer, " " " "	6 5 4	30 50	.	.	2 19 7	14 50	.	.	130
55	"	"	"	"	Railroad, via Cleveland, Galion, Bellefontaine, {	6 9 6	31 50	4 14 6	23 00	2 19 7	14 50	.	.	120
56	"	"	"	"	Steamer, Indianapolis and Terre Haute, }	6 5 4	30 50	4 14 6	23 00	2 19 7	14 50	.	.	120
57	ST. PAUL,	MINNESOTA,	"	"	Hamilton, Detroit, Chicago and Dunleith,	7 9 0	36 25	4 11 8	22 30	3 2 11	15 30	.	.	150
58	SIDNEY,	OHIO,	"	"	Buffalo and Railroad, via Cleveland, Galion, and Bellefontaine,	4 6 8	21 10	.	.	2 2 2	10 30	.	.	8
59	TERRE HAUTE,	INDIANA,	"	"	and Indianaapolis,	5 7 11	26 25	.	.	2 15 0	12 72	.	.	110
60	TOLEDO,	OHIO,	"	"	Steamer,	3 16 0	18 50	2 13 6	13 00	1 15 0	8 50	.	.	8
61	"	"	"	"	Steamer, Indianapolis and Columbus,	5 10 10	16 00	2 7 3	11 50	1 15 0	8 50	.	.	8
62	URBANA,	ILLINOIS,	"	"	Hamilton, Detroit and Joliet Cut Off,	5 11 0	27 00	.	.	2 16 5	13 72	.	.	110
63	VINCENNES,	INDIANA,	"	"	Buffalo and Railroad, via Cleveland, Indianapolis and Terre Haute,	5 14 8	27 90	.	.	2 16 5	13 72	.	.	110
64	WATERDOWN,	WISCONSIN,	"	"	Hamilton, Detroit, Chicago and Milwaukee,	4 18 10	24 05	3 5 10	16 00	1 18 3	9 30	4 2	1 00	100
65	WAUKEGAN,	ILLINOIS,	"	"	and Railroad,	4 18 10	24 05	3 5 10	16 00	1 17 0	9 00	4 2	1 00	100
66	"	"	"	"	Steamer,	6 17 8	33 50	4 7 6	21 30	2 18 9	14 30	.	.	140
67	WENONA,	MINNESOTA,	"	"	Dunleith,	4 12 6	22 50	.	.	2 6 3	11 25	.	.	110
68	WHEELING,	OHIO,	"	"	Buffalo and Railroad, via Cleveland and Columbus,	5 14 8	27 90	3 19 1	19 25	2 10 4	12 25	.	.	110
69	WHITEWATER,	WISCONSIN,	"	"	Hamilton, Detroit, Chicago and Milwaukee,	5 4 9	25 50	3 12 0	17 50	2 3 2	10 50	.	.	95
70	WOODSTOCK,	OHIO,	"	"	Steamer, " " " "	4 8 4	21 50	.	.	2 2 2	10 25	.	.	95
71	XENIA,	OHIO,	"	"	Railroad, " Sandusky and Newark,	4 4 3	20 50	.	.	2 2 2	10 25	.	.	95
72	ZANESVILLE,	"	"	"	Railroad, " Sandusky and Newark,	4 7 4	21 25	.	.	2 6 5	11 50	.	.	95

## GENERAL INFO

The **GRAND TRUNK RAILWAY.** consisting of 858 miles of line,—being the longest Railway in the world,—is now open throughout, **FROM PORTLAND AND QUEBEC TO TORONTO,** and forms a direct and continuous route between the Ports on the ATLANTIC SEA COAST, and the RIVER ST. LAWRENCE; to all parts in the CANADAS, and the WESTERN and SOUTHERN STATES of AMERICA.

The Grand Trunk Company have made such arrangements with other Railways in the Canadas and the United States, as enables them to book Passengers of all classes THROUGH to their destination, at the lowest current rates of fare, and also, to forward them with extra despatch. The several companies forming the route, run their regular Trains in connection with those of the Grand Trunk, and will, whenever there are a sufficient number of Pass-

TICKETS to the various Places named on this sheet, can be procured at all the principal Offices of Steamboat and other

**GEO. DARTNELL,** General Agent, Toronto, C. W.

January, 1857.

Clapp, Matthews

sengers, put  
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of avoiding  
senting them

89	2	16	2	13	80	.	.	1407	6	13	7	32	22	4	7	6	21	30	3	9	19	11	.	.	1219	6	13	8	27	25	3	15	2	18	30	2	8	6	11	9	.	.	.								
30	2	2	4	10	30	.	.	1405	5	11	7	21	15	3	13	1	17	30	2	8	5	11	30	.	.	1076	4	8	8	24	20	3	7	5	10	40	2	5	3	8	11	00	.	1183	11						
10	1	19	0	9	50	.	.	152	4	16	7	20	50	3	5	4	15	50	2	3	2	10	50	.	.	1076	4	8	8	24	20	3	7	5	10	40	2	5	3	8	11	53	02	150	1233	78					
65	2	1	4	10	05	4	2	1	00	1402	5	6	8	25	95	3	10	0	17	15	3	5	4	11	05	5	0	1	40	1216	5	8	9	20	45	3	12	7	17	65	2	7	6	11	53	02	150	1233	79		
00	1	17	0	0	00	4	2	1	00	1402	5	3	10	25	25	3	7	10	10	50	2	1	1	10	00	5	0	1	40	1216	5	5	10	25	75	3	11	11	17	00	2	3	2	10	50	02	150	1233	80		
00	2	2	1	11	10	20	2	1	00	1175	4	10	6	24	20	3	5	2	15	50	2	3	0	11	20	5	0	1	40	1216	5	1	6	24	70	3	7	2	16	35	2	3	1	11	70	02	150	1400	80		
00	1	15	0	8	50	3	1	75	1341	4	13	6	22	50	3	3	0	15	50	1	19	0	9	50	4	0	1	15	1405	4	14	7	23	00	3	5	10	16	00	2	1	1	10	00	52	125	1572	81			
75	2	12	4	12	75	.	.	1237	6	8	5	21	55	4	3	3	20	25	2	16	0	13	75	.	.	1361	6	10	6	31	75	4	5	4	20	75	2	10	7	14	25	.	1408	82							
05	2	10	4	11	40	.	.	1197	8	4	7	20	30	4	2	10	20	15	2	10	11	12	40	.	.	1321	6	6	7	30	80	4	4	10	20	05	2	13	0	12	00	.	1428	83							
00	2	2	4	10	30	.	.	1093	4	4	4	20	50	.	.	2	0	5	11	30	.	.	1093	4	6	4	31	00	.	.	2	0	6	11	80	.	.	1189	84												
00	2	3	2	10	50	.	.	1208	6	7	4	31	09	.	.	2	0	5	11	30	.	.	1302	6	0	5	31	50	.	.	2	0	4	12	00	.	.	1199	85												
00	1	4	8	0	00	.	.	932	4	6	4	21	00	.	.	2	7	3	11	50	.	.	1056	4	8	4	21	50	.	.	2	0	4	12	00	.	.	1108	86												
00	0	12	4	3	00	.	.	553	2	13	5	15	00	1	19	1	0	50	1	8	0	7	00	.	.	677	2	15	6	13	50	2	1	1	10	00	1	10	10	7	50	.	784	87							
00	0	16	6	4	00	1	0	35	281	1	10	9	7	50	1	2	0	5	50	0	18	0	4	50	.	.	405	1	12	11	8	00	1	0	6	5	00	.	.	512	88										
00	2	11	4	12	50	.	.	1409	6	3	4	30	00	.	.	2	15	5	13	50	.	.	1028	6	5	4	30	50	.	.	2	17	6	14	00	.	.	1739	90												
00	2	12	10	12	85	.	.	1199	5	7	11	26	25	.	.	2	10	11	19	85	.	.	1333	5	0	11	26	75	.	.	2	19	0	14	85	.	.	1340	91												
00	2	3	9	10	65	.	.	1537	5	10	11	28	45	3	19	0	13	40	2	7	10	11	65	.	.	1281	5	19	0	28	95	1	1	10	19	90	2	9	11	12	15	.	1388	92							
00	2	1	2	10	00	.	.	865	4	8	5	21	50	.	.	2	5	3	11	00	.	.	1013	4	10	5	22	00	.	.	2	7	3	11	50	.	.	1126	93												
00	1	10	9	7	50	.	.	865	4	4	3	20	50	.	.	2	5	3	11	00	.	.	1019	4	6	4	21	00	.	.	2	7	3	11	50	.	.	1126	94												
00	1	2	6	5	50	.	.	416	4	3	10	0	18	25	2	10	4	12	25	1	15	0	8	50	.	.	873	3	17	1	18	75	2	12	5	12	75	1	17	0	9	90	.	900	95						
00	2	16	9	13	80	.	.	1202	6	13	7	32	50	4	7	6	21	30	3	9	9	14	80	.	.	1106	6	15	8	33	00	4	9	7	21	80	3	2	11	16	30	.	1513	97							
00	2	30	3	21	15	30	.	.	1514	7	8	0	36	00	4	13	9	22	80	3	7	0	16	30	.	.	1637	7	10	0	36	50	4	15	0	23	30	3	9	0	16	80	.	1744	98						
00	2	3	9	10	65	.	.	1202	6	13	7	32	50	4	7	6	21	30	3	9	9	14	80	.	.	1028	6	15	8	33	00	4	9	7	21	80	3	2	11	16	30	.	1513	97							
00	2	30	3	21	15	30	.	.	1113	5	11	3	21	80	3	14	8	18	15	2	7	10	11	65	.	.	1237	5	16	3	29	30	3	16	8	18	65	2	9	11	12	15	.	1344	99						
00	2	3	9	10	65	.	.	1202	6	13	7	32	50	4	7	6	21	30	3	9	9	14	80	.	.	1028	6	15	8	33	00	4	9	7	21	80	3	2	11	16	30	.	1513	97							
00	2	1	2	10	00	.	.	1275	6	7	5	31	00	4	1	10	19	90	2	16	1	13	65	.	.	1309	0	6	3	31	50	1	3	10	20	40	2	18	2	14	15	.	1506	101							
00	4	2	12	0	1	00	.	.	1063	4	3	25	35	3	9	6	16	90	2	4	5	10	80	5	0	1	40	1193	5	6	3	25	85	3	11	6	17	40	2	6	0	11	30	6	2	150	1300	102			
00	4	2	0	4	0	00	4	2	1	00	1063	5	4	3	25	35	3	9	6	16	90	2	4	5	10	80	5	0	1	40	1193	5	5	0	25	55	3	9	11	17	00	2	3	2	10	50	6	2	150	1300	103
00	2	30	3	21	15	30	.	.	1408	7	8	0	36	00	4	13	9	22	80	3	7	0	16	30	.	.	1022	7	10	0	36	50	4	15	9	23	30	3	9	0	16	80	.	1729	104						
00	0	19	0	6	4	75	.	.	491	2	3	2	10	50	1	10	10	7	50	1	3	7	5	75	2	1	5	0	11	00	1	12	11	80	00	1	5	7	6	25	2	6	0	60	00	1522	111				
00	2	3	9	10	65	.	.	1165	5	18	5	26	25	4	3	3	20	25	2	12	10	12	50	.	.	1288	6	5	29	30	25	4	5	3	28	75	2	14	10	13	35	.	1306	112							
00	2	11	5	12	60	.	.	1202	6	5	30	50	4	12	6	22	50	2	15	0	13	50	.	.	1116	6	7	5	31	00	4	14	6	23	00	2	17	7	14	00	.	1524	113								
00	2	15	6	13	50	.	.	1365	5	19	3	29	00	4	8	5	21	50	2	19	7	14	50	.	.	1479	6	1	29	50	4	10	5	22	00	3	1	8	15	00	.	1586	114								
00	2	19	7	14	50	.	.	1369	0	11	7	32	00	.	.	3	8	8	15	50	.	.	1523	6	13	7	32	50	.	.	3	5	9	16	00	.	1630	116													
00	2	19	7	14	50	.	.	1309	6	7	6	31	00	4	16	8	23	50	3	3	8	15	50	.	.	1420	6	13	7	32	50	4	18	8	24	00	3	5	9	16	00	.	1527	117							
00	3	20	7	14	50	.	.	1296	6	11	7	32	00	4	16	8	23	50	3	3	8	15	50	.	.	1209	6	9	6	31	50	4	18	8	23	00	3	5	9	16	00	.	1527	118							
00	3	20	3	21	15	30	.	.	1555	7	11	0	36	75	4	13	8	22	80	3	6	11	10	30	.	.	1679	7	13	0	37	25	4	15	8	23	30	3	8	11	16	80	.	1786	119						
00	2	2	2	10	30	.	.	875	4	8	9	21	60	.	.	2	6	5	10	30	.	.	999	4	10	9	22	10	.	.	2	8	6	11	80	.	.	1106	120												
00	2	15	0	12	52	.	.	1103	5	10	0	26	75	.	.	2	16	4	13	72	.	.	1233	5	12	0	27	25	.	.	2	18	5	14	22	.	.	1310	121												
00	1	15	0	8	50	.	.	869	3	18	1	19	00	2	15	6	13	50	1	19	0	9	50	.	.	993	4	0	2	19	50	2	17	6	14	00	2	1	1	10	00	.	1100	122							
00	1	15	0	8	50	.	.	869	3	7	10	16	50	2	9	4	12	00	1	19	0	9	50	.	.	993	3	10	0	17	00	2	11	5	12	50	2	1	1	10	00	.	1100	123							
00	1	18	1	13	72	.	.	11																																											

# GRAND TRUNK RAILW

## TARIFF OF PASSENGER RATES, TO THE FOLLOWING IN STERLING, AND DOLLARS.

Reference No.	NAME OF STATION.	NAME OF COUNTY.	ROUTE. VIA.	FROM QUEBEC.																						
				First Class.			Second Class.			Third Class.			Ex. Lug. p. 100 lbs.		Distance from Quebec.	First Cl.										
				£	s.	d.	£	s.	d.	£	s.	d.	s.	d.												
1	BARRIE,	SIMCOE,	Grand Trunk and Northern Railroads,	2	13	6	13	00	2	0	0	9	75	1	6	8	6	50	2	1	50	565	2	17	6	
2	BELLEVILLE,	HASTINGS,	" " Railroad,	1	15	0	8	50	1	4	8	6	00	1	4	4	3	50	1	0	25	388	1	19	0	
3	BERLIN,	WATERLOO,	" " "	2	13	6	13	00	1	19	0	9	50	1	5	8	6	25	2	1	50	564	2	17	6	
4	BOWMANVILLE,	DURHAM,	" " "	2	1	2	10	00	1	10	9	7	50	0	18	6	4	50	1	0	25	458	2	5	3	
5	BRADFORD,	SIMCOE,	" " Northern Railroads,	2	10	4	12	25	1	17	0	9	00	1	4	8	6	00	2	1	50	544	2	14	6	
6	BRAMPTON,	PEEL,	" " Railroad,	2	8	3	11	75	1	16	0	8	75	1	2	6	5	50	2	1	50	522	2	12	4	
7	BRIGHTON,	PR'E EDWARD'S,	" " "	1	17	0	9	00	1	6	8	6	50	0	16	6	4	00	1	0	25	410	2	1	2	
8	BROCKVILLE,	LEEDS,	" " "	1	6	8	6	50	18	6	4	50	0	12	4	3	00	1	0	25	293	1	17	0		
9	CHATHAM,	KENT,	" and Great Western R. R'ds,	3	2	8	15	25	2	5	3	11	00	1	8	10	7	00	3	1	75	679	3	6	10	
10	COBOURG,	DURHAM,	Railroad,	1	19	0	9	50	1	9	10	7	25	0	18	6	4	50	1	0	25	431	2	3	2	
11	COLBORNE,	PR'E EDWARD'S,	" "	1	17	0	9	00	1	7	8	6	75	0	17	6	4	25	1	0	25	417	2	1	2	
12	COLLINGWOOD,	SIMCOE,	" and Northern Railroads,	1	17	6	14	00	2	1	2	10	00	1	8	10	7	00	3	1	75	596	3	1	8	
13	CORNWALL,	GLENGARRY,	Railroad,	0	18	6	4	50	13	4	3	25	0	10	3	2	50	1	0	25	236	1	15	0		
14	DUNDAS,	HALTON,	" and Great Western R. R's,	2	5	8	11	12	1	13	4	8	12	1	1	0	5	12	1	6	35	544	2	9	10	
15	GALT,	BRANT,	" " "	2	8	9	11	88	1	16	0	8	75	1	3	7	5	75	2	1	50	570	2	12	10	
16	GANANOQUE,	FRONTENAC,	Railroad,	1	9	10	7	25	1	0	6	5	00	0	14	4	3	50	1	0	25	323	2	1	2	
17	GEORGETOWN,	HALTON,	" "	2	9	4	12	00	1	16	0	8	75	1	3	7	5	25	2	1	50	530	2	13	6	
18	GUELPH,	WATERLOO,	" "	2	11	4	12	50	1	17	0	9	00	1	4	8	6	00	2	1	50	550	2	15	6	
19	HAMILTON,	WENTWORTH,	" and Great Western R. R'ds,	2	5	3	11	00	1	13	0	8	00	0	1	0	6	50	0	1	0	25	539	2	9	4
20	INGERSOLL,	OXFORD,	" " "	2	12	4	12	75	1	18	6	9	37	1	6	2	6	37	3	1	75	596	2	10	6	
21	KINGSTON,	FRONTENAC,	Railroad,	1	10	9	7	50	1	0	6	5	00	0	15	4	3	75	1	0	25	341	2	1	2	
22	KOMOKA,	MIDDLESEX,	" and Great Western R. R'ds,	2	16	0	13	63	2	5	3	11	00	1	8	4	6	88	3	1	75	625	3	0	2	
23	LANCASTER,	SOULANGES,	Railroad,	0	17	6	4	25	0	12	4	3	00	0	8	3	2	00	1	0	25	222	1	14	0	
24	LONDON,	MIDDLESEX.	" and Great Western R. R'ds,	2	14	6	13	25	2	1	2	10	00	1	7	8	6	75	3	1	75	615	2	18	6	
25	MATILDA,	DUNDAS,	Railroad,	1	2	6	5	50	0	16	6	4	00	0	12	4	3	00	0	1	0	25	267	1	17	0
26	MONTREAL,	MONTRÉAL,	" "	0	10	3	2	50	0	6	1	1	50	0	4	2	1	00	0	5	10	168	1	6	8	
27	MOUNT BRIDGES,	MIDDLESEX,	" and Great Western R. R'ds,	2	16	6	13	75	2	5	3	11	00	1	8	10	7	00	3	1	75	630	3	0	8	
28	NAPANEE,	LENNOX,	Railroad,	1	15	0	8	50	1	4	8	6	00	0	16	6	4	00	1	0	25	367	1	19	0	
29	NIAGARA,	LINCOLN,	" E. & O. Steamer,	2	9	4	12	00	1	17	0	9	00	1	2	6	5	50	0	1	0	25	537	2	13	6
30	OAKVILLE,	HALTON,	" Great Western R. Rd's,	2	5	3	11	00	1	13	0	8	00	1	0	6	5	00	1	0	25	520	2	9	4	
31	OSHAWA,	DURHAM,	Railroad,	2	1	2	10	00	1	10	9	7	50	0	18	6	4	50	1	0	25	467	2	5	3	
32	OTTAWA CITY,	CARLETON,	" & Ottawa & Prescott R. R's	1	10	9	7	50	19	6	4	75	0	14	4	3	50	1	6	35	335	1	19	0		
33	PARIS,	BRANT,	" Great Western "	2	8	9	11	88	1	16	0	8	75	1	3	7	5	75	2	1	50	568	2	12	10	
34	PORT HOPE,	DURHAM,	Railroad,	1	19	0	9	50	1	9	10	7	25	0	18	6	4	50	1	0	25	488	2	3	2	
35	PRESCOTT,	GRENVILLE,	" "	1	4	8	6	00	0	16	6	4	00	0	12	4	3	00	1	0	25	281	1	17	0	
36	PRESTON,	WATERLOO,	" and Great Western R. R'ds,	2	9	10	12	13	1	17	0	9	00	1	4	2	5	88	2	1	50	574	2	14	0	
37	PRINCETON,	OXFORD,	" " "	2	10	4	12	25	1	19	0	9	50	1	5	2	6	13	2	1	50	575	2	14	6	
38	QUEBEC,	QUEBEC,	Railroad,	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	17	0			
39	RICHMOND,	DRUMMOND,	" "	0	10	3	2	50	0	6	1	1	50	0	4	2	1	00	1	0	25	96	1	5	8	
40	SHANNONVILLE,	HASTINGS,	" "	1	15	0	8	50	1	4	8	6	00	0	16	6	4	00	1	0	25	381	1	19	0	
41	SHERBROOKE,	SHERBROOKE,	" "	0	15	4	3	75	0	11	3	2	75	0	8	3	2	00	1	0	25	120	1	4	8	
42	ST. CATHARINE'S,	LINCOLN,	" and Great Western R. R'ds,	2	9	4	12	00	1	17	0	9	00	1	2	6	5	50	1	6	35	561	2	13	6	
43	STRATFORD,	OXFORD,	Railroad,	2	16	6	13	75	2	1	2	10	00	1	6	8	6	50	3	1	75	589	3	0	8	
44	THAMESVILLE,	KENT,	" and Great Western R. R'ds,	3	1	8	15	00	2	5	3	11	00	1	8	10	7	00	3	1	75	664	3	5	10	
45	TORONTO,	YORK,	Railroad,	2	5	3	11	00	1	13	0	8	00	1	0	6	5	00	1	0	25	501	2	9	4	
46	WARDSVILLE,	KENT,	" and Great Western R. R'ds,	3	1	8	15	00	2	5	3	11	00	1	8	10	7	00	3	1	75	651	3	5	10	
47	WHITBY,	ONTARIO,	Railroad,	2	3	2	10	50	1	11	10	7	75	0	19	6	4	75	1	0	25	471	2	7	3	
48	WILLIAMSBURGH	DUNDAS,	" "	1	1	6	5	25	0	15	4	3	75	0	11	3	2	75	1	0	25	260	1	17	0	
49	WINDSOR,	ESSEX,	" and Great Western R. R'ds,	3	9	10	17	00	2	5	3	11	00	1	8	10	7	00	3	1	75	725	3	14	0	
50	WOODSTOCK,	OXFORD,	" " "	2	11	4	12	50	2	1	2	10	00	1	6	3	6	38	3	1	75	587	2	15	6	

# RAILWAY OF CANADA.

TO THE FOLLOWING PLACES IN THE CANADAS,  
AND DOLLARS AND CENTS.

B.E.C.

FROM PORTLAND.

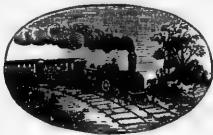
FROM BOSTON.

Class.	Ex. Lug. per 100 lbs.			Distance from Quebec.			First Class.			Second Class.			Third Class.			Extra Lug. per 100 lbs.			Distance from Portland.			First Class.			Second Class.			Third Class.			Extra Lug. per 100 lbs.			Reference No.										
	s.	c.	s.	d.	s.	c.	s.	a.	d.	s.	c.	s.	a.	d.	s.	c.	s.	d.	s.	c.	s.	d.	s.	c.	s.	d.	s.	c.	s.	d.	s.	c.												
6 50	2	1	50	565	2	17	6	14	00	2	4	2	10	75	1	10	9	7	50	3	1	75	689	2	19	6	14	50	2	6	3	11	25	1	13	0	8	00	3	6	85	798	1	
3 50	1	0	25	388	1	19	0	9	50	1	8	10	7	00	1	8	6	4	50	2	1	50	512	2	1	2	10	00	1	10	9	7	50	1	0	6	5	00	2	6	60	619	2	
6 25	2	1	50	564	2	17	6	14	00	2	3	2	10	50	1	9	10	7	25	3	1	75	688	2	19	6	14	50	2	5	3	11	00	1	11	10	7	75	3	6	85	795	3	
4 50	1	0	25	458	2	5	3	11	00	1	15	0	8	50	1	2	6	5	50	2	1	50	582	2	7	3	11	50	1	17	0	9	00	1	4	8	6	00	2	6	60	689	4	
6 00	2	1	50	544	2	14	6	13	25	2	1	2	10	00	1	8	10	7	00	3	1	75	668	2	18	6	13	75	2	3	2	10	50	1	10	9	7	50	3	6	85	775	5	
5 50	2	1	50	522	2	12	4	12	75	2	0	0	9	75	1	6	8	6	50	3	1	75	646	2	14	6	13	25	2	2	2	10	25	1	8	10	7	00	3	6	85	753	6	
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TARIFF OF PASSENGER RATES

VIA.



THE

GRAND TRUNK RAILWAY OF CANADA

TO ALL PARTS OF THE

**CANADAS AND THE UNITED STATES OF AMERICA.**

# GRAND TRUNK RAIL

TARIFF OF PASSENGER RATES, TO THE  
INSTERLING, AND D

NAME		NAME		ROUTE.		FROM QUEBEC.																
STATION.	COUNTY.	ROUTE.	VIA.	First Class.			Second Class.			Third Class.			EX. LUG. per 100 lbs.									
				£	s.	d.	£	s.	d.	£	s.	d.	Distance									
1 BARRIE,-----	SIMCOE, -----	Grand Trunk and Northern Railroads, --		2	13	6	13	00	2	0	0	9	75	1	6	8	6	50	2	1	50	5
2 BELLEVILLE,-----	HASTINGS, -----	" Railroad, -----		1	15	0	8	50	1	4	8	6	00	1	4	4	3	50	1	0	25	3
3 BERLIN,-----	WATERLOO, -----	" " -----		2	13	6	13	00	1	19	0	9	50	1	5	8	6	25	2	1	50	5
4 BOWMANVILLE, -	DURHAM, -	" " -----		2	1	2	10	00	1	10	9	7	50	0	18	6	4	50	1	0	25	4
5 BRADFORD,-----	SIMCOE, -----	Northern Railroads, --		2	10	4	12	25	1	17	0	9	00	1	4	8	6	00	2	1	50	5
6 BRAMPTON,-----	PEEL, -----	Railroad, -----		2	8	3	11	75	1	16	0	8	75	1	2	6	5	50	2	1	50	5
7 BRIGHTON,-----	P'R E EDWARD'S,	" -----		1	17	0	9	00	1	6	8	6	50	0	16	6	4	00	1	0	25	4
8 BROCKVILLE,-----	LEEDS, -----	" -----		1	6	8	6	50	18	6	4	50	0	12	4	3	00	1	0	25	2	
9 CHATHAM,-----	KENT, -----	and Great Western R. R'ds,		3	2	8	15	25	2	5	3	11	00	1	8	10	7	00	3	1	75	6
10 COBOURG,-----	DURHAM,-----	Railroad, -----		1	19	0	9	50	1	9	10	7	25	0	18	6	4	50	1	0	25	4
11 COLBORNE,-----	P'R E EDWARD'S,	" -----		1	17	0	9	00	1	7	8	6	75	0	17	6	4	25	1	0	25	4
12 COLLINGWOOD,-----	SIMCOE, -----	and Northern Railroads,--		1	17	6	14	00	2	1	2	10	00	1	8	10	7	00	3	1	75	5
13 CORNWALL,-----	GLENMARRY, -----	Railroad, -----		0	18	6	4	50	13	4	3	25	0	10	3	2	50	1	0	25	2	
14 DUNDAS,-----	HALTON, -----	and Great Western R. R's,		2	5	8	11	12	1	13	4	8	12	1	1	0	5	12	1	6	35	5
15 GALT,-----	BRANT, -----	" " "		2	8	9	1	88	1	16	0	8	75	1	3	7	5	75	9	1	50	5

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## CANADA.

THE LAND OF HOPE FOR THE SETTLER AND ARTISAN, THE SMALL  
CAPITALIST, THE HONEST, AND THE PERSEVERING; WITH

A Description of the Climate, Free Land Grants, Wages,

AND ITS

GENERAL ADVANTAGES AS A FIELD FOR EMIGRATION.

BY THE EDITOR OF THE "CANADIAN NEWS."

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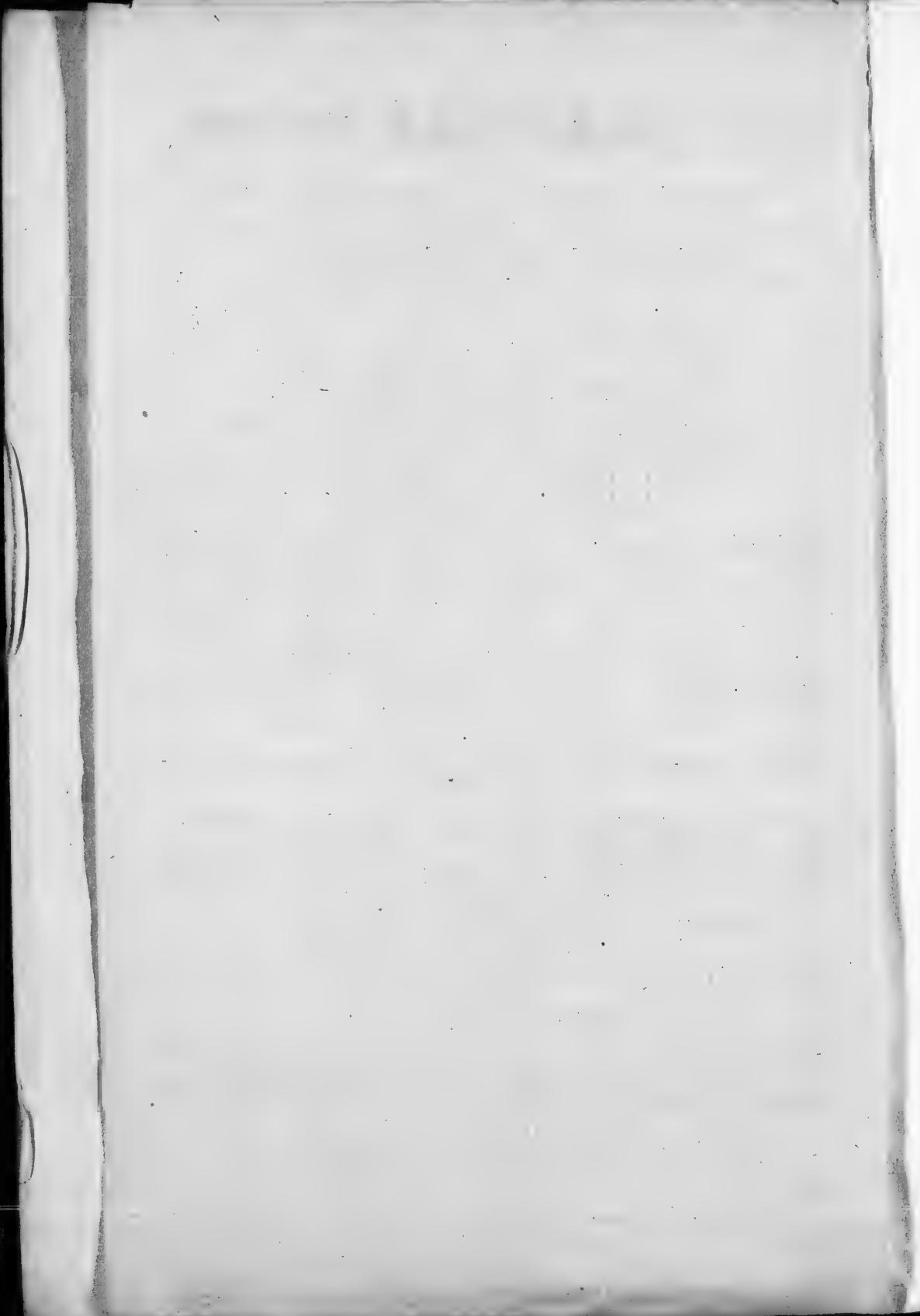
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# CANADA.

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## CANADA

### AS A FIELD FOR EMIGRATION.

THERE is unquestionably no instance in ancient or modern history of a progress so rapid and so satisfactory as that which Canada has made during the last few years. Aided by no external cause, unassisted by imperial grants or special legislative enactments, Canada has advanced with a noiseless step towards the goal of wealth and prosperity, leaving behind on her way other nations and communities which have at one time or another occupied a much larger share of public attention. The emigrant who may select this North American province as his future home, will not choose a country whose capabilities are untried, the character of whose soil is unknown, whose climate is uncertain, and, above all, he will not make his selection of a country where the right to the possession of land is a disputed point, as in New Zealand; or where, as at the Cape of Good Hope, angry and incensed Caffres may at any moment sweep off the whole of his property. Canada is a settled country, abited by a prosperous and thriving people, in which all the advantages of civilization may be enjoyed, without enduring many of those annoyances and grievances so common amongst the other nations of Europe.

Every inducement which should weigh with the English emigrant is afforded by Canada. It is one of our nearest colonies, and is easily accessible; there is nothing in its climate which will not brace the nerves and preserve the vigour of manhood; and its soil is fertile beyond comparison with this country. The regulations respecting the sale and purchase of land, unlike those which are in force in some of the colonies, are such as to render its possession easily attainable, and to enable the industrious labourer of England speedily to become a freeholder in Canada. Taxation is not more than one-fifth of the amount levied in this country; education is placed within the reach of all; religious instruction abounds, and there exists absolute freedom in all matters relating to religious opinions. For labourers and artisans, and female servants, the rate of wages is high; provisions are low in price, and there is a large demand for labour of all kinds.

The rapid progress which Canada has made during the last few years in every department of material wealth, is well calculated to awaken feelings of the liveliest interest towards that country. We wish to point out in the following pages, not only the advances which the colony has made, but also the facilities which it affords and the inducements which it holds out to the enterprising capitalist, but still more to the humble and industrious emigrant. We are anxious to direct the attention of our readers to the

advantages which Canada offers as compared with the United States and some of our own colonies. With respect to their obtaining the possession of land in it, and the bright opportunities which it affords to almost every class of the working community in this country, we are convinced that nothing more is required than the diffusion of practical information on the subject in order to induce many thousands of our countrymen to adopt Canada as their future home, in preference to transferring to the United States the benefit of their labour and their capital. It is difficult to understand why, for several years past, so great a preference has been shown to the United States by the great bulk of British emigrants, unless it be in consequence of that want of accurate information which has hitherto prevailed, and the evil effects of which have been so much deplored by the friends of Canada. Canada is equally as near to us as the United States; the country is in as flourishing a state as its American neighbour; land is cheaper in our own colony than in the Union; life and property are fully as secure under the British flag as under the stars and stripes of the Republic; education is as widely—nay, more generally diffused; the climate is as good, the soil as productive, the rate of wages as high, and employment as constant, as in the United States. Year after year we have gone on giving the bone and sinew of our people to increase the strength of a rival confederation, not always animated by the best or kindest feelings towards our country. The United States have thriven with unexampled rapidity on the hosts of sturdy labourers who have swarmed over to their ports, to escape from the poverty and destitution which awaited them in the battle of life at home. It is English and Irish labourers who have been the pioneers of civilisation in the Far West; it is their stalwart arms which have levelled the forest, converted the wide-stretching prairie into those exhaustless corn fields which have made America the granary of the old world. It is this crowd of emigrants who have toiled in the mines and in the factories; and it is their labour which has enabled the American manufacturer to compete more successfully with the British producer.

During the years that our bands of emigrants continued to add to the growing strength of America, our own possessions on that continent lay neglected, and their natural riches and resources were undeveloped for want of that fertilising stream of labour which set in so liberally to the United States. The blind and reckless system of emigration to the United States has not only deprived our own colonies of valuable labour, but it has produced a state of things in New York and the Atlantic ports highly inconvenient to the municipal authorities and the inhabitants of those cities, but most prejudicial and disastrous to the interests and comforts of the emigrants. We have before us the report of the Secretary of State of New York, which shows that during the past year not less than 264,160 paupers were relieved by the country superintendents, and that 142,357 needy persons were relieved, forwarded, and provided with employment at the expence of the state. In point of fact, pauperism is rapidly becoming an institution of the state of New York, and emigrants who thoughtlessly leave the poverty and destitution of their own country find, too late, that they have but exchanged their *right* to relief at home for the precarious charity and benevolence of a foreign state, which reluctantly doles out

the means of subsistence. Will it be believed that in the state of New York the ratio of pauperism to population is far greater than in Ireland?

Canada is now, however, at length beginning to keep pace with her gigantic neighbour; and as emigration not only from England but from Germany and the north of Europe is steadily directing its footsteps to her shores, she will, in all probability, shortly outstrip all rivals. Her naturally healthy climate is every year becoming more and more improved. The whole surface of the British North American provinces is not situated so far north as the United Kingdom, and the greater portion of Upper Canada is several degrees south of London; and as the country becomes more cleared, drained, and cultivated, the climate will gradually become more equable and less severe. In every respect, then, the present circumstances and the future prospects of Canada are most cheering. Perhaps at no other time were the opportunities for the emigrant so favourable; labour indeed he must—that is only the portion of man,—but his difficulties, in comparison with those of the early pioneers of the settlements, are even light and trifling. The pathway is now comparatively cleared before him, and by hard-wrought experience the method and practice of his proceedings have been laid down for him with perfect certainty of success. Canada is now at length surrounded with distinctions; her future prospects are secured; she is rapidly advancing in wealth and property, and the industrious emigrant cannot fail to advance in an equal ratio. It is no wonder, then, that the tide is setting in decidedly and strongly in her favour, and cannot be turned backward. Of the emigration that flows from Europe to the Western world, about 50,000 go to British America (chiefly Upper Canada), while numbers yearly come from the United States to make it their home. The whole of Canada contains 240,000,000 of acres, of which 89,000,000 belong to Upper Canada, nearly every one of which may be cultivated to advantage; the soil is very fine and suited well for all cereal crops, being superior to that of any other quarter of the North American continent; such a country, peopled by a British race, must increase rapidly in wealth, population, and prosperity. We have seen the population of these colonies doubled within the space of thirty years. Labour, comfort, independence, and civilisation are extended and extending. The isolated log-hut of to-day becomes a good cottage to-morrow; the hamlet of this week, a village next; and the village of this year a handsome town the next. This is the case everywhere in Canada.

The land in Lower Canada is good and fertile, but the climate and winters are more severe than in the Western province. But improvement and cultivation are silently going on, and both will increase in a double ratio in future. The easiest way of conveying a correct impression of the extent of Canada will be by saying that it is three times as large as England, Scotland, Wales, and Ireland. It begins on the east at the coast of Labrador, and is bounded on the west by the River Kiministiquia, a stream near the head of Lake Superior. On the north its limit is the Hudson's Bay territory; and on the south it has the Great Lakes, the River St. Lawrence, and the United States as boundaries. It is about 1,600 miles long, and 250 broad. With a healthy and bracing climate, a soil which produces all the crops usually raised in this country, land so cheap and easily attainable that every industrious man may become a freeholder, unsurpassed means of internal communication through its

rivers and lakes, and a greater degree of security than can be enjoyed in any other British colony, it is a most eligible field for industry and enterprise. Nor should superior educational and religious advantages be reckoned among its least recommendations. Churches and chapels of every denomination are to be found even in the most remote localities. A national system of education extends its advantages over the whole colony; and private schools of a respectable character are to be met with in all the towns. The qualification of an elector is the possession of a freehold of the annual value of 40*s.*, which is easily attainable. Taxation is about 80 per cent. less than in Great Britain, and more equally apportioned.

### OPENINGS FOR CAPITAL AND INDUSTRY.

CANADA may be truly described as the "land of hope," not only for the capitalist who has money at his command, but also for the person of limited means, and still more for those who possess no other resource than labour, whether skilled or unskilled. To the former class, Canada, whose vast natural capabilities and advantages are only just as it were on the point of being developed, there are many openings for the most profitable investment of capital; to the second are presented opportunities possessed by a new and rising community, coupled with the social advantages which this colony enjoys in a more remarkable degree than any other; whilst the last class, which includes so many branches of labour, will find in every one a remunerative employment altogether out of the question in the old world.

The demand for labour, both skilled and unskilled, as well as for farm servants and female domestics, is everywhere very great, and the province will always afford steady and profitable employment for all denominations of the working classes. The wages of common labourers average about 5*s.* a day, while those of the artisan vary from 7*s.* to 12*s.* The wages of the agricultural labourers differ somewhat in the several sections of the province; *but in all parts they are double, and in many districts they are treble and even quadruple those in England.* The following table, recently compiled, and "published by authority," gives the average rates of wages throughout the colony; but it must be borne in mind that the rates vary according to the supply and demand at particular seasons:—

	PER DAY.			PER DAY.						
	<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>				
Bricklayers .. .. ..	7	0	9	0	Printers (compositors) .. ..	6	0	7	0	
Carpenters .. .. ..	7	0	"	8	0	" (power pressmen) .. ..	6	0	6	6
Coopers .. .. ..	3	0	"	4	0	Servant maids (per month)	20	0	28	0
Dressmakers (with board) ..	1	3	"	2	0	" boys (per month) .. ..	16	0	28	0
Hatters .. .. ..	5	0	"	7	0	" men (per month) .. ..	40	0	55	0
Joiners .. .. ..	5	0	"	7	0	Stonecutters .. .. ..	5	0	6	0
Needlewomen (with board) ..	1	0	"	2	0	Smiths .. .. ..	5	0	6	0
Labourers, farm (with board) ..	2	0	"	3	0	Shoemakers .. .. ..	4	0	5	0
" day .. .. ..	3	0	"	4	0	Upholsterers .. .. ..	5	0	6	0
" boys and girls .. .. ..	0	10	"	1	3	Tinsmiths .. .. ..	5	0	5	6
" railway .. .. ..	4	0	"	5	0	Tailors (males) .. .. ..	4	0	5	0
Masons .. .. ..	7	0	"	8	0	" (females) .. .. ..	1	0	2	0
Painters .. .. ..	5	0	"	6	0					

These figures are in sterling, an addition of one-fifth gives the value in currency.

An emigrant of the labouring class is safe enough if, on landing at Quebec, he has sufficient means to carry him to the old settlements of Upper Canada, or the neighbourhood of the railway and other public enterprises everywhere going on. A few dollars will suffice; and every able-bodied man is certain of obtaining immediate employment at 4s. sterling a day, and more on the railways and other public works. As the object of every emigrant accustomed to agricultural labour is to become the farmer of his own land, he cannot begin too early to acquire the knowledge essential to his success. There is a wide difference in the mode of farming from that pursued in the old country; and the poorer the settler the greater will he find that difference. It must be the fate of all agricultural emigrants, without other resources than their labour, to clear the land of its forests, and it is better that every emigrant should learn something of this and other new occupations by working for another before he attempts them on his own account. As a railroad or an agricultural labourer, the emigrant can hardly remain any time in the country without acquiring some knowledge that will be afterwards useful to him as a settler. As a farm labourer, the knowledge he will acquire will be of the most essential kind; but many would at first obtain better remuneration as railroad labourers. There is one thing which all emigrants of the labouring class who have a desire to better their condition—and that we take to be the main object of all voluntary emigration—should be careful to do,—they should shun cities and towns as places of settlement.

If it is all important for the class of emigrants who are bred to agriculture to avoid a residence in the town as the grave of their prospects, it is no less needful to warn professional men, and all who follow any description of skilled labour, against the seductions of a farming life. There is no greater mistake than for persons of these classes to become amateur farmers in Canada. No economy could possibly be worse.

It is also a mistaken idea that mechanical labour is not in demand; and that if mechanics emigrate to this country they must necessarily turn their attention to agriculture. Mechanical labour is as much sought after as agricultural—perhaps more so, and the competition among employers has, during the last year, been severely felt in some branches of industry. There is always a great demand for bricklayers, masons, carpenters, joiners, and other mechanics.

The following excellent advice on this subject has been published by Mr. Boys, a Canadian land agent, now in this country:—

The gentleman with small means, who cannot keep up appearances in England, if he emigrates, should never buy a farm until he has been in the country at least a year. If his income is very small, and he must rely upon his own exertions for the principal part of his support, he should settle in the large towns and take any respectable employment at first. He will by that means form a connection with business men, and will more readily find good remunerative employment than if he kept aloof from business until he could get a first-rate place. And he will, if he has sons, be able to place them in situations with those with whom he will be brought into contact in the course of business.

But should he have a small income, he can support himself better in a country village; and, what in England would barely supply his wants, will enable him to live well there.

He will in a village have a church, schools, and all the necessities of life in abundance, together with very good society, and what is of very great importance,

although very few are bold enough to acknowledge it, he will feel that there is a comfort in being able to live as well as the best of his neighbours. In fact, that he is of as much consequence as any other man in the place.

But by no means let him settle in the country far from a village.

Many do this at first, but find out their mistake too late. No church, society, or store, bad roads, &c. Such persons always have to sell at a sacrifice to enable them to get nearer to what, to them, are necessities of existence.

The mechanic should, in my opinion, go to a rising village, of which there are hundreds. He would get paid more regularly in cash in large towns, but he will not get the same opportunities of accumulating property.

Living is dearer in large towns, and there are more ways of spending money. In the country he will often have to take part of his earnings in trade, but he need not take what is not useful to him.

He can live much cheaper, he can obtain a village lot, and build a house much easier than in a town, and the opportunity for taking job-work and setting up on his own account is much greater; but there are some mechanics who must settle in towns such as jewellers, foundry-men, &c. But to those who can find employment in villages, I should say, go.

The labourer may go where he pleases. Labour is wanted all over Canada, but I should advise both the labourer and the mechanic to secure 100 acres of wild land as soon as possible, even if he does not intend to go on to it for ten years.

He will find it well to know that he has a lot of land to go to whenever he is able to give up labouring for others. Besides, land is rising so rapidly in value that when he wants to use it it may be three times its present value.

He can secure a lot as soon as he can raise money enough to pay a quarter of its value down, and the remainder by yearly instalments of one quarter each.

Some sellers give even longer credit, but, of course, they charge a little extra.

The land being all wooded requires no looking after, except paying a trifling yearly tax until he is prepared to settle upon it. But he must be very careful not to buy a bad lot. He must see the land himself, and take a friend with him who is a judge of land, or ten to one he will be cheated by some sharper who makes a business of selling worthless lots of land to new comers.

Servant girls may go out in any number, to any part of Canada; they can get employment at from \$5 to \$9 per month, with board, and need never be out of work a single day.

To persons of all classes I would give this advice : take as little luggage as possible—do not buy any new things to take to Canada, as you can get them as cheap, and in many cases cheaper, than in England. All the duties and taxes are taken off English goods exported by merchants, so that most English goods are cheaper in Canada than in England; and in Canada you will get the article best suited to the country.

I have been in London two months, and have not seen an article yet, either a necessary or a luxury, that I cannot get at Toronto.

### PURCHASE OF LAND—FREE LAND GRANTS, &c.

LAND is as easily obtainable in Canada as in any other British colony. By a provincial Act of 1841, since which time no new regulations have been issued, Crown lands are to be sold at a price to be from time to time fixed by the Governor in Council. The prices range from 1s. to 7s. 6d. in Lower Canada, and in Upper Canada from 4s. to 20s. per acre, according to their situation. In the former, the purchase-money is payable in five, and in the latter in ten years. For lands enhanced in value by special circumstances, such extra price may be fixed as his Excellency the Governor-General in council may direct.

Actual occupation of the Crown lands must be immediate and continuous. Seldom more than 200 acres will be sold to any one person, a certain amount of which must be cleared by the settler. There are regularly appointed Government agents in every county, from whom the fullest information as to the price and quality of the land can be obtained.

Besides the public lands, there are about 2,000,000 acres of improved and unimproved lands in the hands of private individuals, which are held at from 5s. to 45s. per acre.

Land adapted for farming purposes can seldom be obtained from land companies, speculators, or private individuals under 30s. per acre. The Canadian Government, being desirous of preventing the acquisition of large tracts of land by private companies, or private individuals, for the purpose of speculation, have coupled the sale of the Government lands with such conditions as to prevent undue or improper advantage being taken of their liberality in offering farming land at a low rate. Every purchaser must become an actual settler. This simple condition drives out of the field a host of speculators who hitherto enriched themselves at the expense of the country, retarding its progress and leaving its resources undeveloped.

The Provincial Government have recently opened three great lines of road, which, running east and west, will eventually be 171 miles in length, and connect the Ottawa River with Lake Huron. Along these roads the lands are laid out for settlement. They are situated to the west of the Ottawa River, and are accessible either from that river at "Bonne Chere Point," fifty miles above Ottawa city; from Napanee, a station of the Grand Trunk Railway, twenty-six miles west of Kingston; and from Belleville, twenty-one miles west of Napanee. The first of these is called the "Ottawa and Opeongo road" (accessible from Bonne Chere Point, on the Ottawa). The local government agent for the lands on this road is Mr. J. P. French. He resides at Mount St. Patrick, county of Renfrew. The second is the "Addington road" (accessible from Napanee). The government agent for this district is Mr. E. Perry, whose residence is at the village of Flint Mills, county of Addington. The third is the "Hastings road" (accessible from Belleville). The government agent here is Mr. M. P. Hayes, who resides at Hastings, in the county of that name.

Each grant is for 100 acres. The intending settler may be a native of any country, but he must be at least eighteen years of age. He is required to take possession of the land allotted to him within one month, and to build a house (at least 20 by 18 feet). He must put into a state of cultivation at least twelve acres of his land in the course of four years, as well as reside on the lot during that period. The Government having made the roads, the settlers have to keep them in repair. These several conditions being complied with, the settler will receive from the Government, free of all cost, the title-deeds of his property. If a family, comprising several settlers entitled to lands, prefer to live on a single lot, the Government accords permission to do so, provided that the condition of bringing twelve acres of land into cultivation on each lot within four years be complied with. Failure to perform the foregoing requirements of the Government will cause the immediate loss of the assigned lot of land. Their fulfilment puts the holder in possession of a freehold estate, over which he and his family can ever afterwards exercise the fullest rights of property, without further restriction or condition of any sort.

The lands that have been offered for settlement by the Government of Canada are equal to any in the whole province for farming purposes. They

are now covered with every variety of timber—some with hardwood and some with heavy pine, and are capable of producing abundant crops of winter wheat, of excellent quality and full weight; and also first-rate crops of every other description of farm produce, such as are grown in the best and longest cultivated districts in that part of the country.

Water for domestic use is everywhere abundant, and there are, besides, numerous streams and falls of water, capable of being used for manufacturing purposes.

An agricultural settler on these lands, possessing a capital of from 40*l.* to 50*l.* sterling, according to the number of his family, will soon make himself comfortable, and obtain a rapid return for his investment. The single man, able and willing to work, needs little capital besides his own arm and axe. If he desire it, he need only devote a portion of the year to clearing his land; and in the numerous establishments for getting out timber on the Ottawa and its tributaries, he can at other seasons obtain a liberal remuneration for his labour. He will, indeed, be but a poor workman who cannot earn 3*l.* a month besides his keep, which consists, amongst other things, of as much of the best meat supplied to him without restraint in one day as he would perhaps get in a month in the old country.

The lands which the Government are offering, and intend to offer, to settlers, so as to open out and populate the magnificent territory between the River Ottawa and the eastern extremity of Lake Huron (known as the Georgian Bay), are capable of sustaining in comfort and happiness *eight millions of people.*

In addition to the free grants along the lines of road which have just been described, the Government have at their disposal several million acres, which may be purchased by persons intending to become actual settlers at prices varying from 1*s.* to 5*s.* per acre (10*d.* to 4*s.* sterling.) It may also be stated here that other lines of road, similar to the Ottawa and Opeongo roads, the Addington road, and the Hastings road, are in course of construction.

The Parliament of Canada, during its last session, incorporated a company for the construction of a railway to pass through the country from Lake Huron to the Ottawa, and thence eastwards.

#### AGRICULTURAL OPERATIONS.

THE clearing of the bush or wooded land, in the common acceptance of the term, means clearing, fencing, and leaving it ready for a crop, the stumps of the trees alone being left for future removal—as they decay—when the farmer has more leisure and means at his disposal. The price varies greatly according to circumstances, but may be quoted at present as 5*l.* currency per acre. Timber is now becoming scarce and valuable in some locations, and near the railways the value is fully equal to the first cost of clearing the land.

A comfortable log-house, 16 feet by 24, with two floors and shingled roof, costs 18*l.*; log-barn, 24 by 40 feet, 15*l.*; frame-house of same dimensions, 80*l.*; ditto

barn, 100*l.*; suitable sheds, &c., 40*l.* Tables, 10*s.* to 17*s.* 6*d.*; stump bedsteads, 10*s.* to 20*s.* each; chairs, per dozen, 1*l.* 5*s.*; boilers, saucepans, kettles, knives and forks, &c. &c., are about 50 per cent. over the usual sterling retail prices in England. It must be borne in mind that the settler very seldom spends money in erecting his buildings, they being generally built by himself, with the assistance of his neighbours, and added to as his wants and increasing prosperity may from time to time require. The cost of household furniture, or rather the quantity required, varies with the ideas of almost every family. In many cases it does not exceed 15*l.*; sometimes not half that sum, and is often altogether manufactured by the settler himself.

Wheat, which succeeds best on newly cleared and burnt land, is always the first grain crop. Farmers of capital seed with grasses first, and wait five or six years; but the farmer of limited means puts the land into crop the next year either with potatoes or spring corn, then follows wheat again, every alternate year, until he has power to clear enough new land for his wheat crop each year,—when the old land is laid down in meadow and otherwise cropped, without much attention to the usual general rules of good farming, until the stumps rot sufficiently to admit of the free use of the plough. The best English and Scotch farmers then adopt the customary three or four course system, or otherwise wheat, with a winter and summer fallow alternate years. The first crops are always put in with the harrow alone.

The produce per acre, of all crops, varies much from year to year in Canada, owing to the late and early frosts. It is, however, generally considered that the following is a fair average of ten years on all tolerably cultivated farms:—Wheat, 25 bushels; barley, 30 bushels; oats, 40 bushels; rye, 30 bushels; potatoes, 250 bushels, per acre. Swedish turnips, mangold wurtzel, and other roots of a similar kind, are not generally sufficiently cultivated to enable an average yield to be given; but it may very safely be said that, with similar care, culture, and attention, the produce will not be less per acre than in England. Flax and hemp are now coming rapidly into notice as an additional resource to the agriculturist,—the quality of both articles is excellent, and the quantity obtained affords a profitable return, the climate and soil being well adapted to their growth. Tobacco has also been raised in considerable quantities, particularly in the western extremities of the province.

All fruits grown in England thrive well—but the plum, apple, strawberry, raspberry, and melon attain a luxuriance of growth and perfection unknown in England. The melon, planted in the open ground, in most years produces excellent crops. In many places vines prosper well. Peaches are indigenous south of the parallel of 43 deg., or if not absolutely indigenous, grow rapidly from the stone and bear fruit within a few years, although good and rich-flavoured grapes and peaches are seldom met with, owing to their culture being neglected. The same observations apply to all garden produce, which will attain a degree of luxuriance unknown perhaps in Britain, with far less care and culture.

The time of the setting in of the frost and of its departure varies in Canada extremely in different years. But no prudent man ought to calculate on being able to do anything in the open field after the middle of November, or much before the 1st day of April. Fodder must be provided for cattle sufficient to

last till the middle of May, as although a surplus may be left owing to the early setting in of the spring, yet cases have been known of great distress prevailing from want of proper attention on this head.

The new settler's avocations during the winter months are generally confined to taking care of his cattle and chopping—that is, felling and cutting up the trees ready for burning in the spring. The underbrush must be cleared off before the snow falls. The family, when industrious, find their time fully employed in spinning and other female occupations; and, when it is considered that in the newest settlements almost every article of convenience or luxury must be made at home or be dispensed with by poor settlers, it may easily be imagined that the duties of a farmer's wife and grown up daughters are numerous and unceasing,—for in proportion with their industry and abilities will be their domestic comfort and happiness. In the summer, from the scarcity of labour, all assist in the fields,—the child of even five years old being usefully and healthily employed in some occupation befitting his age and strength. Amongst too many Canadian farmers, however, the winter is a season of idleness and enjoyment, a great portion of it being spent in amusement and visiting, to the manifest neglect of their farms, and impoverishment of themselves and families.

We cannot do better than conclude this article by quoting the excellent and able advice given by Mr. French, the agent of the Opeongo road, on the practical methods to be adopted:—

The climate of Canada being so widely different from that of the United Kingdom, the system of farming and the rotation of crops must necessarily be dissimilar in both countries; and, as it appears to me to be most essential that the intending emigrant should accurately understand how much he has to learn, and be made familiar with every phase of the difficulties he will have to encounter in the land of his adoption, you should, I think, record as plainly, but as briefly as possible, every circumstance having reference to these difficulties that you conceive calculated to influence the decisions of those who may desire to leave the old country and try their luck in the new; and as some of these might escape your notice, I shall endeavour to enumerate them, and make such remarks as may, in my opinion, be likely to render you any assistance in writing your pamphlet.

I will now suppose the settler to have safely reached the locality where he intends to fix himself, and that he has selected the lot of land whereon his new career is to commence. His first duty, then, will be to clear about an acre, and to erect a house or "shanty." The clearing of this quantity of land, before putting up the shanty, is necessary, lest, when burning the brush, it (the shanty) should get burned also. If there does not happen to be a settler in the neighbourhood already, the newly arrived will have to take another with him and camp in the bush while doing the chopping and putting up the shanty. If, however, there be any habitation within a reasonable distance, he is certain not only of being permitted to lodge there, but to be treated with kindness, and to receive every assistance in making a home for himself. The erection of a shanty is neither a tedious nor an expensive piece of work. It is built of wood cut on the spot and roofed with scooped trees simply laid across it. It

takes about eight men to build a shanty, 18 by 20 feet. The Canadian shanties are infinitely more clean and comfortable than are the usual class of peasants' cabins in Ireland. There is never any charge for building them. Among the settlers it is deemed a sacred duty never to refuse going to a "raising" (the erecting of a house, shanty, or barn), and they feel equally bound to refuse all payment for such labour. The house or shanty being now up and occupied, the farming begins by chopping as much more as there may be time for, and planting with wheat, oats, or potatoes (generally the latter), or a little of each, just as may be convenient or desirable.

The difficulty of clearing land in Canada is a subject upon which the inhabitants of the mother-country entertain very exaggerated ideas, and as I think such should be removed, I shall give a statement of the quantity of labour necessary to leave an acre (English) fit to crop. The *chopping* of land means the cutting down of trees and dividing them into logs of 10 or 15 feet in length. The only land ever selected for farming is that which produces hardwood, and the average time in which an ordinary axe-man should under-brush and chop an average acre of such land is eight days. After being chopped for a few days, the women or children set fire to the brush-heaps, and if they get what is termed "a good burn," nothing remains on the following day but the large logs. A yoke of oxen and five men are then employed for a day in logging—that is, making piles of those logs so that they may be burned off altogether; but if oxen cannot be had, the logging may be done by manual labour at the expense of some three or four additional men. The logging finished, the piles are at once set fire to; this occupies but a very short time, but in order to insure their being completely reduced to ashes a man must spend a day in keeping the logs together, or, as it is called, "branding." Thus it may be calculated that fourteen men and a yoke of oxen can clear an acre of wild land and leave it fit to crop. The ashes should be gathered and put into a shed, supposed to have been made beforehand, and which a man can easily erect in a day.

The ashes taken off and the land sufficiently cool, wheat, oats, barley, or potatoes may be planted in it without any further preparation. The process of putting in potatoes is different from that in the United Kingdom, and may be thus explained—men, women, and children can be useful in the operation:—The women, with hoes, scrape shallow holes in the ground at distances of about three feet apart, into which the children drop three slits of the potato, and then the men, with hoes, scratch up the earth around them, until each hole has been transformed into a small mound; and thus are the potatoes planted. Eight men and two women are sufficient to plant an acre. Wheat, oats, or barley is simply shaken on the new land, and then "dragged" (harrowed) in, without any previous ploughing or cultivation. Should potatoes be the first crop, then the grain is sown the next year in the potato soil, just as in the new land. Wheat is generally the crop that succeeds the potatoes, then oats for two or three years, and finally a crop of peas is usually taken off before the ground is "seeded down" with grass seed and clover.

Such, then, is the probable labour of clearing land; and the rotations in which it is generally cropped. I shall now speak of the *seasons* and the periods at which the various crops may be put in and taken out.

Generally speaking, the snow is off and the ground fit for ploughing between the 25th April and 1st May.

Peas may be sown up to the 20th of May.

Indian corn may be sown up to the 20th of May.

Spring wheat may be sown up to the 25th of May.

Swedish turnips may be sown up to the 15th of May.

Aberdeen turnips may be sown up to the 10th of July.

Oats may be sown up to the 1st of June.

Potatoes may be sown up to the 24th of June.

Cabbage seed is planted in a box about the 15th of April, and transplanted to the open ground by the 1st of June.

Haying (mowing) generally commences about the 12th of July. An acre and a quarter is the average quantity of meadow that a man will cut per diem. The expense of saving the hay is considerably less than in England. It may be judged of by the fact that light meadow has been known to have been cut and put into the barn on the same day. The more usual system, however, is to shake it out soon after being cut, then to rake it into "wind-rows," make small stacks of it by the evening, and next evening put it into large stacks or the barn.

The reaping of the wheat that has been sown in the fall (autumn) begins about the 1st of August. If it be not lodged it can be "cradled,"—which means being cut with an implement called a cradle, resembling a scythe, and by means of which a man will cut at least four times as much as with the reaping-hook.

Spring wheat comes in about the 10th of August, and may also be "cradled" if not lodged.

Oats are usually fit for cutting by the 14th of August, and are most frequently "cradled."

Peas ripen by the 5th of August, and are cut with the scythe and reaping-hook.

Indian corn is gathered in about the 5th of September, and it takes about four men to the acre. Women and children are almost as useful at this work.

Potatoes ripen according to the time at which they have been planted. They are taken out with the hoe, and at this work, too, the women and children are found useful. The taking out of potatoes costs nearly as much labour as the planting of them.

By the 10th of October the harvest is generally housed, and then under-brushing—which cannot be done in winter in consequence of the deep snow—is commenced. Potash is now being made, and sleighs, &c., put in order for the winter's work.

Potash is very remunerative to the farmer, and requires but little skill in the manufacture. The kettle and coolers necessary cost about 14*l.*, but they are always supplied on credit by the storekeepers in the neighbourhood, who are paid in potash or other farm produce. The ashes of 2½ acres of ordinary hardwood land should be sufficient to make a barrel of potash, say of the second quality, and for this the owner should receive 30 dollars (7*l.* 10*s.*), after deducting all expenses of carriage, storage, &c.

In this section of the province sleighing can rarely be calculated on with any

degree of certainty before Christmas in each year, and it ends about the 10th of April. It is between these periods that the farmer has to take his corn to be ground, and to dispose of his surplus produce by selling it at the lumber shanties or giving it to the storekeeper in payment for the goods supplied during the preceding spring, summer, and fall. Farmers are not expected to pay in *cash* at any time for goods obtained at the country stores, the system being altogether one of barter;—oats, peas, flour, pork, potash, &c. &c., are readily taken by the storekeeper in payment of debts.

The manufacture of maple sugar may take place before farming operations commence in the spring, with advantage to the settler, and without involving the loss of any valuable labour.

The price of *Crown land* varies in different localities, but correct information on this head may be had from Mr. Spragg, of the C.L.O. In this country, the wise conditions under which the Crown lands are sold have checked *speculators* from going into the market, and consequently wild lands have but in very few instances exchanged names at a higher figure than the Government price.

Cows, horses, oxen, pigs, sheep, and poultry, are to be had as cheap, if not cheaper, than in the mother-country. An excellent farm cow seldom costs more than 5*l.* Wool may be set down as being worth about 1*s.* per lb. Horses and sheep cannot well be supported, unless there be some land cleared and laid down in pasture upon which they may graze; but such is not necessary for the oxen and cows, as they are merely allowed to roam at large in the "bush" (woods), and they quickly fatten upon the brouse and herbage. In winter they are fed upon "wild hay," which is generally easily obtainable at some of the numerous "beaver meadows" that are to be found in all directions, and which are always regarded as common property until the lots are surveyed and sold by the Government.

#### THE OCEAN VOYAGE.

We would recommend the emigrant whose means will not permit of his taking a steerage passage in the steamer to Quebec or Portland, to use the greatest caution in the selection of a sailing ship, and to deal only with responsible and respectable parties. The through-booking system, whereby the emigrant will know the exact amount required for the sea passage and inland journey to any part of Canada or the Western States, is the only safe and reliable course to be adopted, as thereby he is protected from the imposition so generally practised on the needy and helpless. For vessels sailing from *London*, negotiations may be made with Messrs. Bonus and Sons, Montgomerie and Greenhorne, Temperleys, Carter, and Darke, William Barnett and Co., or F. S. Gray and Co.; also for *Halifax*, N. S., &c., of C. Walton and Sons. Vessels also sail from *Bristol* belonging to Messrs. Mark Whitwell and Son, who can also book through.

The "Anchor Line" of steamers from *Glasgow* are despatched by Messrs. Handy-sides and Henderson.

The Plymouth line of sailing packets are despatched by Mr. J. B. Wilcocks.

The steamers sailing from *Liverpool*, which take steerage passengers at cheap rates, are the North Atlantic Steam Company—Messrs. Wier, Cochrane, and Co., or Sabel and Cortis; the Montreal Ocean Steam Company, Allan and Gillespie; and the Liverpool and Philadelphia Steam Company, William Inman. Passages in sailing vessels can be taken of Sabel and Cortis—all booking through to Canada and the Far West. The detailed particulars of these routes may be obtained on application. Finally, we may remark that the *CANADIAN NEWS*, published in London every alternate Wednesday, gives the most recent intelligence of the progress and prospects of Canada with impartiality and truthfulness.

### RAILWAYS THROUGH CANADA.

The following list of all the stations on the Grand Trunk and Great Western Railways has been arranged so as to show at one view the position of, and distances between, the chief cities and towns on the direct railway route through the Province from East to West:—

#### GRAND TRUNK.

Miles.	Stations.	Miles.	Stations.	Miles.	Stations.
0	ST. THOMAS.	15	Point Claire.	220	Belleisle.
9	St. Francis, or Berthier.	21	St. Anne's.	232	Trenton.
18	St. Michael.	24	Vaudreuil.	243	Brighton.
24	St. Charles.	29	Cedars.	249	Colborne.
32	St. Henry.	36	Coteau Landing.	256	Grafton.
41	Chaudiere Junction.	44	River Baudette.	263	Cobourg.
49	QUEBEC (South).	54	Lancaster.	270	Port Hope.
8	Chaudiere Junction.	60	Summerstown.	274	Port Britain.
9	Chaudiere.	68	Cornwall.	280	Newtonville.
15	Craig's Road.	73	Moulinette.	286	Newcastle.
20	Black River.	77	Dickinson's Landing.	290	Bowmanville.
29	Methot's Mills.	84	Aultsville.	299	Oshawa.
41	Becancour.	92	Williamsburg.	303	Port Whitby.
49	Somerset.	99	Matilda.	310	Duflin's Creek.
55	Stanfold.	105	Edwardsburg.	312	Frenchman's Bay.
64	Arthabaska.	112	Prescott Junction.	316	Port Huron.
72	Warwick.	113	PRESSCOTT.	320	Scarborough.
84	Danville.	120	Maitland.	327	East York.
96	RICHMOND.	125	Brockville.	331	TORONTO EAST.
107	Durham.	129	Lynn.	333	Toronto West.
119	Acton.	137	Mallorytown.	342	Weston.
125	Upton.	146	Lansdown.	354	Brampton.
131	Britannia Mills.	155	Gananoque.	362	Georgetown.
138	St. Hyacinthe.	169	Kingston Mills.	369	Acton West.
145	Soixante.	172	KINGSTON.	374	Rockwood.
151	St. Hilaire.	173	Ditto.	382	Guelph.
158	Boucherville Mount.	180	Colin's Bay.	395	Berlin.
163	Charons.	188	Ernestown.	402	Petersburg.
168	Longueuil.	199	Napanee.	408	Hamburg.
170	MONTRÉAL.	209	Tyndenaga.	414	Shakspeare.
5	Blue Bonnets.	213	Shannonville.	421	Stratford.

#### GREAT WESTERN.

0	TORONTO.	72	PARIS.	177	Vasburgs.
5	Mimico.	79	Princeton.	183	CHATHAM.
11	Port Credit.	81	Arnolds.	198	Baptiste Creek.
19	Oakville.	86	Eastwood.	212	Belle River.
25	Bronte.	91	Woodstock.	216	Puce.
31	Wellington Square.	96	Beachville.	229	WINDSOR.
38	HAMILTON.	100	Ingersoll.	0	Hamilton.
44	Desjardin's Junction.	109	Edwardsburg.	5	Ontario.
48	Dundas.	119	LONDON.	9	Grimsby.
53	Flamborough.	129	Komoka.	14	Beamsville.
54	Copetown.	134	Mount Brydges.	20	Jordan.
59	Vansickle.	139	Ekfried.	23	St. Catherine's.
63	Fairchild.	149	Mosa.	28	Thorold.
78	Preston	155	Wardsville.	31	Stamford Junction.
74	GALT } branch.	159	Bothwell.	34	NIAGARA FALLS.
—	Preston	168	Thamesville.		

Total Main Line from Seaboard.....952 miles.

#### BRANCH RAILWAYS.

The branches from the above main lines are as follow:—  
On the South—from Richmond, C. E., to Portland, 158 miles, and to Boston 269; from Montreal to Burlington 90, Rutland 153, and Boston 326, or to Troy 250, and New York 400; from Lachine to Plattsburgh, 49; from Prescott to Rouse's Point, 120. On the North—from Prescott to Ottawa, 54; from Cobourg 49; from Peterborough, 28; from Toronto to Collingwood, 97; Toronto to Stratford, 90.

#### Table for calculating the difference between Sterling Money and Currency.

PENCE.		SHILLINGS.		SHILLINGS.		POUNDS.	
Stg.	Currency.	Stg.	Currency.	Stg.	Currency.	Stg.	Currency.
d.	£ s. d.	s.	£ s. d.	s.	£ s. d.	£	£ s. d.
1	0 0 1	1	0 1 24	16	0 19 52	8	9 14 8
2	0 0 24	3	0 3 82	17	1 0 82	9	10 19 0
3	0 0 32	4	0 4 104	18	1 1 114	10	12 3 4
4	0 0 5	5	0 6 1	19	1 3 12	15	18 5 0
5	0 0 64	6	0 7 32	20	1 4 4	20	24 6 8
6	0 0 74	7	0 8 61			30	36 10 0
7	0 0 9	8	0 9 9	£	£ s. d.	40	48 13 4
8	0 0 10	9	0 10 114	1	1 4 4	50	60 16 8
9	0 0 114	10	0 12 2	2	2 8 8	60	73 0 0
10	0 1 03	11	0 13 42	3	3 13 0	70	85 3 4
11	0 1 14	12	0 14 72	4	4 17 4	80	97 6 8
12	0 1 3	13	0 15 104	5	6 1 8	90	109 10 0
		14	0 17 1	6	7 6 0	100	121 13 4
		15	0 18 3	7	8 10 4	500	608 6 8
						1000	1216 13 4

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October	14, 28.	November 11, 25.	December 9, 23.....
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